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Who Were There

AND

What They Said.

The Staten Island Banquet,

TO THE

President and Executives

OF THE

Baltimore & Ohio Railroad.

TOKENS AND RESPONSES BY

FRANKIE WYMAN,

LESLIE WILLIAM CURTIS,

ROBERT LARRETT,

JOHN H. D. LATHROP,

GEORGE HENRY LLOYD, Md.,

LEWIS D. WOODFORD, N. Y.,

ELMER J. O'NEAL, N. J.,

MAYOR BRIDGES, Balt.,

JOHN MARSH SAMUEL, N. Y.,

S. V. WHITE, Brooklyn,

JOHN D. ECCLESTON,

JOHN MONROE, Balt.,

D. S. BEARDSLEY, Minn.

1035
W75
NMAH

TOASTS
AND RESPONSES. /

DINNER TO

PRESIDENT AND EXECUTIVES

BALTIMORE & OHIO R. R.

BY

MR. ERASTUS WIMAN,

AND HIS ASSOCIATES,

STATEN ISLAND RAPID TRANSIT CO.

STATEN ISLAND,

DECEMBER 16TH, 1885.

THE
AMERICAN BANK NOTE CO.

NEW YORK

14083

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ERASTUS
WIMAN.

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 Mr. JOHN W. DAVIS, First Assistant to the President of the Baltimore & Ohio.
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 Mr. H. T. DOUGLAS, Chief Engineer of the Baltimore & Ohio Railroad.
 Mr. H. C. MILLER, President of Star Insurance Company, New York.
 Mr. CHARLES ACKENHEIL, Assistant Engineer, Baltimore & Ohio Railroad.

Mr. FRANK BROWN, Director of the Baltimore & Ohio Railroad.
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 Rev. Dr. YOCUM, of Staten Island.
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 Mr. A. C. ROSE, General Eastern Freight Agent of the Baltimore & Ohio Railroad.
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 Mr. ROBERT OBER, Director of the Baltimore & Ohio Railroad.
 Mr. CLINTON B. PAYNE, of Baltimore.
 Mr. J. G. PANGBORN, Assistant General Passenger Agent, Baltimore & Ohio Railroad.

THE WELCOME.

MR. ERASTUS WIMAN'S ADDRESS.

The occasion which calls us together is important, whether viewed from a local, a commercial, or a national standpoint. We are here to-night to signalize the signing of a contract between the Baltimore & Ohio Railroad Company, and the Staten Island Rapid Transit Railroad Company. The one is the oldest, among the most comprehensive, and, from the figures it presents, is one of the most prosperous of all the great corporations of the time. The other, a young and unfinished work, but from its geographical position it is, we venture to hope, destined to play an important part in the future of its great ally. It is a betrothal which you are celebrating of a prince from abroad, whose domain extends through vast realms and stretches of territory, with a nut-brown country maiden. Though young and insignificant, she possesses charms that have attracted attention, and her domain, though small, has singular beauty and promise of great utility.

Locally, and so far as Staten Island is concerned, it is almost impossible to over-estimate the consequences of this event. Isolated as we are from the great State of which we form a part, we seem to be cast out into the sea and left to shift for ourselves. Without a connection by land with New York, surrounded by the great Commonwealth of New Jersey—indifferent to us, if not at times hostile—our future, to say the least, seemed most uncertain. But (turning to Mr. Garrett)

"Now is the winter of our discontent
Made glorious summer by this sun of York."

The advent of this great Trunk Line connection, bringing us into contact with the vast zones of territory through which it passes, and bringing to our shores their products, opens up a new and glorious future for us, the importance of which we can hardly estimate. Now we may look forward to the occupation by busy commerce of our splendid water front, lined as it will be with warehouses, and shipping from all parts of the world. We may also certainly anticipate a growth in manufactories, in new and prosperous industries and activities, which a few weeks ago would have seemed Utopian to expect. But, what is better than all this, we may now, beyond all question, feel assured of means of communication between New York City and Staten Island that will be more frequent, more rapid, and more comprehensive than we ever even dared to dream of. The consequence of this will be, indeed has already been, to largely enhance the value of every foot of property in our locality, to render this lovely island more attractive as a place of residence, because of its accessibility, and make it what it ought to be—the greatest suburb of the greatest city of the greatest country under the sun. But it would be a narrow, selfish thought, to dwell upon the advantages to us locally of the event we to-night celebrate. A larger and more comprehensive view is that which takes in the significance of the event so far as it affects the whole commerce of the country. Civilization does not habitually assume a higher form than in the improvement of the means of communication between localities. The railroad, even in our own recollection, has done more to conquer time and space, has done more to bring into useful subjection the forces

of nature for the benefit of mankind, than all other forces and influences combined. The vast continent which is our heritage would be a comparative wilderness but for the most perfect means of communication of the greatest railroad systems of the country, of which our guests to-night are the embodiment and most honored representatives.

If, for the first time in the history of New York, a great trunk line came knocking at her gates; if forever before, the garnered treasures of the West and South had reached her only by her water-ways; if the swift and certain mode of access and exit by millions of passengers in trains and cars had never before been availed of,—with what acclaim would our friends to-night be welcomed by a gladdened populace. If such an event would be then important, the event to-night which in our modest way we celebrate, is important in a degree only secondary. The introduction of a new and far-reaching trunk line to the harbor and City of New York is a circumstance in her history, of a significance difficult to parallel by any other single circumstance; costing her nothing but good-will, and fruitful for all time of consequences most beneficial and enduring. But, while New York is benefited, the commerce of the entire country is advanced. Here at your feet lies the great Bay of New York. Upon its broad and beautiful bosom floats the tonnage of a world. The fruits of every clime, the products of every country, and the inhabitants of every land come hither. The far-reaching West beckons them; the warm South woos them. The facility which is afforded to yield to these irresistible persuasions is that which to-night we are here to offer. Surely it is not an unimportant

event in the commerce of the country, that new and enlarged means of communication should be afforded to the interior, for the products and peoples that from abroad reach these shores.

A still larger view of the event which we celebrate to-night is found in the consequences to the products of our own land. On the broad prairies and sunny slopes of the South and West there is not a farmer or a planter but who is benefited by cheapened transportation facilities, by enlarged communication, by lessened terminal charges and by increased exports. That this is all possible by the introduction of the great Baltimore & Ohio System into the port of New York no one will deny. But it is peculiarly true by its introduction through Staten Island. Forming, as this island does, the west side of the harbor, it possesses, as you all know, a capacity for commercial pursuits that no other part of the harbor possesses. Here, and only here, is the point at which the three great factors of commerce can at one and the same time be put in operation, namely, the receipt by rail, the storage from rail, and the shipment by sea.

I want you to take that in, that Staten Island is the only point in the harbor of New York at which the three great factors of commerce can be employed at one and the same time, namely, in compassing the receipt by rail, the storage from rail, and the shipment by sea. Brooklyn, on Long Island, is the great storage reservoir of the Atlantic coast. Every pound of the vast accumulations of commerce from all lands that are stored in her great warehouses has reached it by water, and every pound has to be taken away by water. The great

City of New York, with all its vast commerce, is accessible by only one of the great trunk lines, and that from the north. Its extensive shore front is unavailable for receipt by rail, or for storage from rail. Its piers, ranging in rental from \$25,000 to \$75,000 per year, might be availed of for the storage of diamonds, but they are too expensive for use in the storage of the necessities of life. The consequence is, that both Brooklyn and New York being inaccessible by rail from the West and South, Jersey City is the only place which is left where storage and receipt by rail are possible. Jersey City has a water front of two miles, every foot of which is taken up by railroad piers, steamship piers, express piers, and kindred facilities for manufacturing and other activities. When you consider the poor water on the Jersey front right opposite to you, it is doubtful whether Jersey City will ever, at any time in the history of the world, become a great storage warehouse. The consequence is, that on Staten Island, and on Staten Island alone, there can be worked out that great problem of affording adequate facilities in the harbor of New York for a union of the three great factors of commerce, namely, receipt by sea, storage from sea, and shipment by rail.

On the shores which you now visit—many of you for the first time—can be worked out that great problem, that vast problem, of the cheapest possible terminal facilities, with the largest possible accommodation; and I know that, forming as we do the entire west side of the harbor of New York, there is no place other than this where these three great factors can be so successfully united together. Why, did

not the mere fact of the erection of the American Docks at Staten Island (in which my friend, Mr. Bostwick, who is our guest to-night, is so much interested) have an extraordinary effect? Since the erection of those docks a thousand dollars a day has been saved to the cotton trade of New York. Formerly the price was twenty-five to thirty cents a bale; now it is ten cents a bale. What will be the consequence when, by the trunk line connection now to be afforded us, the whole products of the South and West will reach these shores? These new facilities, these enlarged accommodations, and corresponding reductions in terminal charges, foreshadow an event of the greatest possible importance to every merchant, producer and consumer. I doubt whether any event of the entire year is more fruitful of benefit to the country than the one which we to-night celebrate. The union of these two roads enables, with the greatest facility and the greatest economy, the products of a continent to reach the tonnage of a world.

But while we have been alluding to the advantages to accrue locally, and the advantages to result commercially from this event, we should not overlook the fact that it has a larger view, a view that is national. The arteries of this nation are the great trunk lines which run east and west, and north and south, through which the commercial blood of the country pulsates. In the Baltimore & Ohio this conception has its highest development.

That system binds together more political interests, and a greater number of commonwealths of diverse natures, than any other trunk line. It touches at more points, and handles a greater variety of products,

than can be said of any other system. Hence its perfection is necessary to the nation's completeness. The fact that at last it reaches the metropolis of the Union excites an interest on the part of the press and among the people which is second to no other matter of present national concern.

But there is still another view, and that is, whether the Congress of the United States has the power to regulate the commerce of the State. It has often been facetiously asked whether New Jersey and the Union were one and indivisible; but the question now presents itself in a more serious aspect, whether New Jersey is a member of the Union or not. A period has been reached in which the point is to be tested whether the Constitution of the United States is equal to all exigencies, and whether or not the special provision for the regulation of commerce is merely permissible or authoritative. Can it be doubted, gentlemen, that the powers delegated to the central government are limited in this respect; or that, in making the freest and most ample provision for the product of other States, the people of these other States will not give a new meaning and a new reading to the old lines :

"No pent-up Jersey confines *our* powers;
The whole, the boundless continent, is *ours*."

MR. ROBERT GARRETT, PRESIDENT,

AND THE EXECUTIVES OF THE

BALTIMORE & OHIO RAILROAD COMPANY.

MR. GEORGE WILLIAM CURTIS' ADDRESS.

"Peering in
maps for ports
and piers and
roads."
—*Merchant
of Venice.*

MR. WIMAN AND GENTLEMEN:—This pleasant festivity marks an event which has a peculiar interest for Staten Islanders, because it is the most important event in the annals of Staten Island. We, who live upon the island, have long known our advantages and our opportunities, but we have not always been taken at our own estimate. Because somebody once on Staten Island was stung by a mosquito which blew over from New Jersey, or shook with an ague that crept across from Long Island like a thief in the night to rob us of our good name, our envious neighbors have insisted that we were given over to yellow fever and malaria, and that there was no health in us. But we have gone quietly on, sure that our humane neighbor, New Jersey, would not insist upon shutting us out from the United States forever, because we knew that she herself had had the dreadful experience of that melancholy fate. And we have remained in the happy faith that the children of Staten Island hereafter would sing, as the children of Rome sang long ago,

"How well Horatius kept the bridge
In the brave days of old."

But at last, gentlemen, they have found us out. At last they have discovered what we have always known, that Staten Island is not only the most delightful suburb of New York, swept by the ocean breezes, full of natural beauty, but that her long, unbroken, deep-watered shore offers to the granaries of the West and to the mines of the mid-land, and to all the teeming products of the continent everywhere, a swift

and convenient access to the great domestic mart of the continent, and, at the same time, unrivalled facilities for foreign trade.

The story of American enterprise is always a little enchanted. It always seems like a fable, and, if I may borrow a suggestion of Mr. Wiman, it seems to me that we can readily see at this moment that the old fairy story of the Sleeping Beauty is retold. For three centuries, like that enchanted princess, Staten Island has slept by the shore of the sea. The Dutchman came and the Dutchman went; the Englishman came and the Englishman went; the roar of revolutionary cannon broke over it, but did not disturb it; the continent awoke to its new young life, but still the island slept: and at last the hour strikes, the fore-ordained hero appears, he comes flying upon the wings of steam, he breaks the spell, he awakes the sleeper, and with his strong right hand the Prince of the Baltimore & Ohio raises the Sleeping Princess to share his dominion, his prosperity, and his power.

I do not say, gentlemen, that all of us have been rejoiced by this awakening. Douglas Jerrold, you remember, tells us of those conservative persons who have no taste for the new moon, out of respect for that respectable institution the old moon. Well, now, Staten Island has had so much of the old moon, suppose she tries a little of the new. And, also, we have doubtless those conservatives who say, as Chancellor Livingstone said seventy-five years ago, that undoubtedly every plausible argument might be made for railroads, but that canals were the true means of communication. But Staten Island has traveled always hitherto in every direction by canal, and

having arrived nowhere in particular, she springs to her feet with joy to hear the whistle of the locomotive ; and she now proposes to jump on and travel at the same rate with the rest of the world. I doubt not that there are Staten Islanders in the room who have sought here an Arcadian seclusion. They are the men who naturally do not like the march of improvement, because they feel that improvement always keeps time to the devil's tattoo. A man may well dislike the march of improvement when improvement marches over his lawn, when it crumbles his bank to the water side, when it screams under his window, when it dashes through his room. I am not to say on behalf of Staten Islanders—I am by no means to say—that it is altogether pleasant to see the curving lines of cove and bay straightened out into a dead line, and the whole shore girt with a rimming belt of fire and smoke. It does disturb the Arcadian seclusion. Tell me then, gentlemen, what American, with American blood running and tingling in his veins,—what American has a right to expect Arcadian seclusion within twenty miles of the City Hall?

I remember very well when our friends upon the North River dreaded the approach of the Hudson River Road. Nowhere in the country was there so noble a series of estates as those that bordered the river; and Edward Everett, fifty years ago, in Boston, advocating the building of the Western Road to Albany—urged it especially upon this ground: that the sole transportation from New York was by water; that for three or four months in the year the water-way was closed, and that for those months of course Boston would be New York.

I presume that Mr. Everett remembered the witticism of the Boston wit—that good Bostonians, when they die, go to Paris; and so he thought that good New York, when she suspended her trade in the winter, would go to Boston. It had not occurred to him, Yankee as he was, that New York would have two strings to her bow. When she laid her second string, you remember what rural peace, what lovely sylvan retirement was invaded. But who now would have that road unbuilt? who would restore that sylvan seclusion? which of us would return to the romantic stage-coach with the winding horn? which of us would now seek to go to Albany by the sloop, taking a week upon the river? Often, as I have seen this road gradually creeping along our shore, have I remembered how often, also, upon the Hudson River Road, darting from point to point, as I mused upon the ruin of that lovely retirement, I have heard the echo of the rattling train, and the fierce shriek of the steam whistle, which seemed to be answering my thought, “Better fifty years of Europe than a cycle of Cathay.” Let the individual wither, but the world is more and more.

Now, gentlemen, we are to see this magnificent traffic pouring along our own shores, with less inconvenience, with less annoyance, than has attended the building of any great road of this kind in the country. I think that if any Staten Islander is disposed to complain he must remember that he sees the rising tide of that irrepressible enterprise which has begun and must necessarily go on. Complaint, protest—what is it? It is the protest of Mrs. Partington against the

Atlantic Ocean. You remember the story, gentlemen, of Sidney Smith. Mrs. Partington trundled her mop; she wringed out the salt water; she pushed back the Atlantic Ocean vigorously. The Atlantic was roused; Mrs. Partington's spirit was up. It was an unequal contest, and the Atlantic beat Mrs. Partington. Well, gentlemen, next week, those of us who are sons of the Puritans are going to celebrate the great New England Anniversary, the landing of the Pilgrims. Does any son of the Pilgrim in this room recall the first salutation which was received upon this continent in their own language? One day an Indian came stalking alone into the settlement of Plymouth. He looked around; he confronted the new comers and he said to them in their own language, "Welcome, Englishmen." Now, Mr. Wiman, I cannot claim, despite these tell-tale snow-drifts upon my cheek, and despite the incredulity of some of my Staten Island friends that I see before me,—I cannot claim to be one of the aborigines of Staten Island. And yet, sir, I am sure that I use a language which our new comers understand when I say that, as that Indian unconsciously welcomed to this continent the energy, the faith, the courage, the indomitable will, the practical genius, which should transform that wilderness into a garden of prosperity,—so we to-day welcome the coming of our guest at whose right hand I have the honor to sit, and those other guests, our friends who accompany him; we welcome their coming as the dawn of the great development and the great prosperity of Staten Island. But, by no means, gentlemen, although they come—laying tracks among us upon Staten Island—by no means are we disposed to look

upon them altogether as religious colporteurs, nor altogether, if I may say so, as philanthropists. They mean business. So do we. They come here to find their advantage in planting their terminus. We expect to find our advantage in having their terminus planted here. The situation for us islanders, gentlemen, is precisely that of the Yankee boy when he was told that the circus was coming to town. "Good gracious! you don't say so! Well, I hope to be equal to the occasion." Staten Island says to the Baltimore and Ohio, "Welcome! and Staten Island hopes to be equal to the occasion." But let me say, in sitting down, one word—one word in this company of Staten Islanders, and of our friends who I have no doubt intend speedily to become so—and that is to acknowledge the great service which has been rendered to this island by Mr. Wiman and his associates, who, through good report and through evil report, have brought this enterprise to its present auspicious issue. Their sagacity has seen the future in the present. Among the innumerable virtues of Staten Island, gentlemen, it is difficult, of course, to name the chief. But I think there are those who suspect that really the virtue of public spirit is not, perhaps, the most supreme among the virtues which we possess. Nevertheless, these gentlemen have a public spirit which has forecast the future and has swept us all along. As the tough old sinner said to Whitfield the preacher, "The more you pray, Mr. Whitfield, the more I won't be converted." But at last he yielded, and confessed that he had been saved against his will. I have heard plenty of men on this island who were as busily engaged in proving that this project could never be

achieved as Dr. Lardner was in proving that a steamship could never cross the Atlantic Ocean; and the only difficulty with the Doctor's argument was that the steamship crossed before he got through. I remember at school a brave little comrade of my own, a brave schoolmate, whose career I, for one, have watched with the utmost satisfaction; and one day, upon the playground, he was drawing his bow at a mark a little high, a little far off. He was surrounded by a group of the other boys, who said, "He can't do it." "He can't hit it." "He never can hit it." "It can't be done." "By jingo! he has done it." Well, now gentlemen, you anticipate my words. I have seen our friend and his associates surrounded by other friends, who were assisting him with doubts, with discouragements, with ridicule, with sneers. "It never can be done." "They cannot do it." "It is not to be done." But, by jingo! Mr. Wiman, you and your friends have done it. And do not forget, gentlemen—do not forget that what they have done in this: they have taken us up into that vast network of railroads that overspreads this Union, which, as Mr. Wiman has well said, is a great system of arteries and veins, along which courses the lifeblood of American material prosperity. Sixty years ago a traveler in Ohio said that the very name "Ohio" sounded like that of a savage land. Yet, five years ago, Cincinnati was the centre of the population of the Union. I do not propose, gentlemen—do not be alarmed—to discuss statistics, and railroad statistics, in the presence of the potentates, and the principalities, and the powers of railroads. I wish to remind you that a railroad is not only a material, it is a moral agent.

A road anywhere is the first sign of civilization. Good roads are the sign of advanced civilization. A railroad is the culmination of civilization. Where the railroad goes, there first goes industry, energy, skill, population. Then follow art, science, literature. Then come the amenities, the graces, and all the finer forces of life. But there are treasures brought by the road that pay no freight; that are not weighed by hands; that are not seen by eyes. In the old German ballad, when the traveler crosses the ferry which reminds him of friends who had crossed with him long before, he turns, as he steps ashore, and says to the ferryman—

“Take, O boatman, thrice thy fee,
Take; I give it willingly,
For, invisibly to thee,
Spirits twain have crossed with me.”

The invisible treasures that they bring—that this road, that all roads bring—that at this moment, on all the one hundred and thirty thousand miles of our railway system, are passing to and fro,—are a better intelligence, a wider sympathy, fuller knowledge, a stronger patriotism, a nobler Americanism. These are the invisible guests that we welcome to-night with those whom our eyes so gladly see. And because, gentlemen, they represent that interest which is to promote these invisible as well as all these visible results, I give you, with the utmost pleasure, the sentiment of the evening—“Health, and cordial Welcome to Robert Garrett and the Executive of the Baltimore & Ohio Railroad, and the prosperity of Staten Island.”

RESPONSE OF MR. ROBERT GARRETT.

I must, on behalf of the Baltimore & Ohio Railroad Company, return cordial thanks for your kindly greeting to the executives of that company here this evening. The question has often been asked, why the Baltimore & Ohio Railroad did not come to New York. Possibly the situation may have been somewhat similar to that related of a noted cavalry general during the late unpleasantness. It is said of him, that he had gathered within his command the very flower of the mounted service of the army, and he never tired extolling the exceptionally high standard of his troops. Whenever he came in contact with his commander-in-chief he earnestly besought a review, insisting upon it that the commander should come, and bring his friends with him, and personally be convinced that there was under him the finest and in every way the best soldiers in the entire army. Finally the chief came, camped just beyond the ground occupied by the valiant cavalry warrior, and going to him said, "Here I am, and here are my friends; let us see what you have."

Now, gentlemen, Mr. Wiman has for some time been, if you will allow me to perfect the simile, as the brilliant chief of the mounted men, and frequently has he urged the managers of railway interests to come and review the forces at his command. Among these the Baltimore & Ohio Company was most earnestly requested to come and review the forces under my friend Wiman's control; and here we are,

and here about this table are our friends. I may remark, however, we do not now ask you to show us what you have—that we know; and with our knowledge so complete, straightway upon learning all that Mr. Wiman had to show, we, under his lead, marched in and took possession.

I am aware that to very many people Mr. Wiman has been an enthusiast, and I have no doubt that some of you have looked upon him pityingly, and thought what a deplorable thing it was that he should have gone mad over a project that even to this day certain knowing ones would have you believe is simply chimerical. When a man like my friend, whose guest I have the great pleasure of being to-night, becomes possessed, if you will allow me to say so, of a single idea, he is just the character of man to evolve from that idea a result so practical that you wonder you never saw it yourselves. The subject of the adoption of Staten Island as the terminus at New York of the Baltimore & Ohio Railroad has been a matter of careful thought and study for months with the vice-presidents, general counsel and the engineers of that company. It is to-night the privilege of the executives and Board of Directors, after careful investigation, to indorse the programme so carefully prepared by the officials referred to. Within a few days one of the most distinguished men in the country has declared the realization of Mr. Wiman's plans and projects had come to him like a revelation. Indeed, the Staten Island scheme, as many have chosen to call it, is a revelation, and to none has it come with more positive force than to many of you whom I see seated before me.

You New York gentlemen have been so long accustomed to looking to your right and then to your left that I fear you have been, if you will pardon me in saying so, somewhat woefully neglectful of that which lay directly in front of you. You have made Jersey's shores and Brooklyn's shores teem with the busy industries which gather about railroad termini. Once your gaze accustomed to turn to the one side and then to the other, you have all these years paid no attention whatever to the real gateway of the metropolis of the country directly in front of you. Why, at your very feet lay a natural depot for railroad purposes, with a territory sufficient to afford terminal facilities of a practically unlimited extent, to be had almost for the mere asking. Staten Island was the home of the founder of the great Vanderbilt system of roads, and here he began the life of varied business activity that led to the establishment of his colossal fortune, which, passing from him to a son born on this island, was by that son doubled in all its enormous proportions. The selection of the Staten Island route by the Baltimore & Ohio Railroad is a tribute to the judgment of the late William H. Vanderbilt, who originally proposed this island and this very route to the ex-President of the Reading Railroad, the Hon. Franklin B. Gowen, and urged upon that gentleman that he should take steps to secure that which has now passed to the possession of the company I represent. The possibilities of the water front of this island for railroad uses has so impressed us, that our company at last answers the question referred to at the commencement of my remarks. The Baltimore & Ohio Railroad intends to come to New

York by the Staten Island route. It comes to the metropolis with no fetters, no chains to bind it, and it is ambitious to become a power, by helping you, and thus best help itself.

Before commenting, however, on the general commercial relations of the Baltimore & Ohio Company, or on the specific advantages we believe we have now secured, I wish, in response to the sentiment you have proposed, to say a word in behalf of the policy which the Baltimore & Ohio has adopted for its employes, the adoption of which policy, we believe, will add greatly to our efficiency in serving the public. The time has come in America when capital, if it expects to be taken care of by labor, must in turn provide the means for thoroughly taking care of labor. The earnest efforts of the Baltimore & Ohio Railroad management, to so provide for its subordinates and employes generally as would bring about the most prosperous condition of affairs with them, have been most heartily seconded by those most interested. The Relief Association, to which the company gave so freely at its organization, and the management of which has ever been directly within the hands of those who come in daily contact with its members, has proved one of the most beneficent, and at the same time advantageous, sources of labor protection. Its results are as apparent and as convincing to capital as they are to labor itself. By its provisions every employe has within sight aid, both material and medical, if ill, and is assured of his family having the means of a comfortable subsistence in the event of his meeting the fate common to us all. More than this, when old age comes on, and with it physical

weakness or incapacity for continuing daily toil, the man who has exhausted his energies in the service of the company knows that his declining years will be marked by an income in the form of a pension, greatly assisting in continuing a comfortable living. And again, his children are the first upon the list for employment in the company's service, and during apprenticeship they are given in night schools a thoroughly practical, and, to them, most valuable education without cost. We believe that we to-day have more completely and more satisfactorily solved the problem of the relations of labor to capital than any other corporation in America. This being the fact, the Baltimore & Ohio Railroad is all the stronger in its organization and in its management to serve the public at large, and to prove over again that in competition there is life, progress, and development.

We in the Baltimore & Ohio Company waked up long since to a realization of the fact that competition would inure to the benefit of our city. The Baltimore & Ohio Railroad recognized in its great competitor at Baltimore, the Pennsylvania Railroad Company, the most potent agency—aside from itself, you will permit me to say—for the development of the commerce, trade, and prosperity of the city? This is also the view of the city and State authorities, and the history of the past shows that there is no legislation which that great company may require from either Baltimore or Maryland to improve its facilities which is not freely granted to it. When the South Pennsylvania Railroad sought an entrance into Baltimore, or, at least, when such question was being discussed, the Baltimore & Ohio Railroad took the

ground that if there was any difficulty on this score it would afford the South Pennsylvania Road the full privileges of its own tracks and its own terminals. And not only this, but that the question of compensation should be left to arbitration. Our policy was to get a new road into the city of Baltimore, and to do this we intended to place no obstacle whatever in its way, but, instead, took the broad view that the railroad coming in would benefit the city, and that which benefited the city could not in time but help us. There is no legislation in Maryland looking to increasing the facilities of the Pennsylvania Railroad, and hence, in our judgment, the advancement of the port of Baltimore, that will not be cordially supported by the Baltimore & Ohio Railroad Company. We believe that, after full and frank discussion, the communities through which our new line to New York may pass will eventually take this view as to the Baltimore & Ohio Railroad and its advantages to them. The day has gone by when any community or any State can have built about it a fence in the interests of any single corporation. The freest ingress and egress is accorded by the most advanced and progressive communities, and when our system of lines is striving to reach cheap terminals in New York, and thereby serve great interests of the country at large—those of the Southwest, the direct West, and the Northwest—I respectfully insist that the period has come when any private and selfish interests must and will fail in an effort to thwart such a consummation. I reiterate, gentlemen, that the Baltimore & Ohio terminal facilities in New York will be the cheapest of any here; and as the Staten Island route has

been a revelation, so will it soon demonstrate a revolution in your terminal arrangements. You New Yorkers have been a good deal annoyed at us Baltimoreans for insisting upon the maintenance of what you term ruinously low rates for elevator charges, and for maritime tariff generally. The fact of the matter is, you have been blind, if you will permit me to so frame a figure of speech; and because we have seen and you have not, the question of elevator charges has been a much vexed one, and has led to a great deal of discussion. We in Baltimore early became convinced that, to make a port popular, and, indeed, to be able to offer any inducement which you here in New York could not overcome, we had to take advantage of our harbor facilities and create our terminals for foreign business at a point where that character of commerce could be best handled.

What do you do? You take the grain from the West, run it in cars to elevators erected where the water is shallow, and where you cannot anchor any craft other than that of very light draught. The result is, you hoist the grain from the cars into the elevator, run it back again into a canal boat or barge, tow the vessel out into the stream, call into requisition a floating elevator, and then pump the grain back from the canal boat or barge through this floating elevator into the steamship. All this costs money, and, in addition, does not do the grain any good. At Baltimore we haul the cars to the elevator, take the grain out and pass it, with but the single handling, into the largest ocean-going steamers, which lie directly at the elevator wharves. The result is we can do business of this kind very much cheaper than you

can, and from our experience at Baltimore you cannot but agree with me that, with equal facilities here upon Staten Island, we can handle grain cheaper than anybody else in and about New York. This, true of the grain trade, is equally so of other business seeking a foreign outlet, or, for that matter, an avenue of interchange between States. Now, what do you do with much of your coal? Transport it away down to the middle of Jersey, take it out of the cars and load it into light-draught boats, tow it twenty miles up through the Arthur Kill and the Kill von Kull, and, after two or three more handlings, finally reach destination with it. To keep up this character of rapid transit it is argued that the Baltimore & Ohio Railroad should not be permitted to bridge the Arthur Kill, for in so doing it might take the same coal direct by rail to the sides of the steamers and unload it there, with the lowest possible ratio of expense in handling. The foreign capitalist who sails up the Narrows and is early on deck to catch his first glimpse of the great harbor, of which he has heard so much, must wonder, as certainly have a good many other people, why the entrance to New York is devoted to a very few summer residences and little villages, with nowhere in view—except, possibly, upon the distant shores of Brooklyn—those material interests so thoroughly indicative of a mighty city. He can see, from the close proximity to which the great ship he is upon sails to these shores, that there is no question as to the depth of water. He must know, from the “lay of the land,” as the saying goes, there is abundant and sure foundation for the heaviest structures.

In short, it is a complete puzzle for him to solve the difficulty which must lie in the way of a perfect and thorough adaptation of the advantages here provided by Nature herself. What further must be this man's surprise, after he has arrived at his hotel in this city and takes his initial stroll through those sections devoted to the commerce of the metropolis. He finds none of the great warehouses, or, in fact, any of the enormous establishments which have a world-wide reputation, located on the banks of the rivers. This, notwithstanding the fact that New York is on an island. He experiences no little trouble in crossing streets to escape bodily harm from the poles of the great drays, which appear to occupy the principal thoroughfares, to the exclusion of almost everything else. Look where he will, the real warehouses of New York appear to constitute an endless procession, and so vast the quantity of merchandise and so very numerous, indeed, the number of teams, that he naturally cogitates as to whether there are any goods in New York that are not in transit. He must soon comprehend that the immense trade of the city is subjected to almost no end of expense by the numerous handlings merchandise is put to in getting it into the city and getting it out again. He would not be much of a business man if he did not forthwith realize that the expense of doing business in New York is greater, in proportion to the advantages, than that of any other city on the continent, if not, indeed, in the world.

Gentlemen, you cannot say that this is an exaggerated statement, for it is not. I have statistics at hand which show that the capital

invested for the necessities of team transportation, rents, board of horses, etc., reaches the tremendous total of \$25,000,000 per year. This tax must be averaged up and put upon the goods and paid by the purchasers. It does not, however, comprise the whole expense. It only embraces the cost for the handling of merchandise after it has reached New York City proper. In addition, there is a very heavy expense incurred after the goods have reached terminal points upon opposite shores. The same statistics which I have referred to show that one railroad line owns 22 tugs, 38 floats, and 46 lighters and barges, used for no other purpose than bringing the merchandise from the railroad terminus to the city itself. Another railroad line owns 8 tugs, 19 floats, 46 lighters and barges, a steam lighter and a large steamer, all also constantly engaged for the same purpose. The aggregate cost of these auxiliaries to your transportation facilities is estimated at over \$600,000 per annum, which, at 4 per cent., represents the interest on the capital of \$15,000,000. These facts constitute but a shadow, as it were, of the actual reality; but they must cause a thinking man to wonder why in this, the metropolis of the United States, and the acknowledged most enterprising and progressive city in the world, things are as they are. Can you not believe with me, that the day is not far distant when the ten miles or more of the shores of this island will be studded with warehouses, with elevators, and with every convenience for transacting a gigantic business, at a cost so much less than that which is now exacted from your patrons the country over, as will surprise you that New

York developed as she did under the reign of excessive terminal charges? Understand me, that I have no intention whatever of reflecting upon your commercial methods, of criticising your business men. On the contrary, no man has a higher regard or a more firm and lasting confidence in the future of New York. You have made yourselves the greatest commercial community, I believe, in the world; but with all your greatness, all your towering strength, remember that there are cities and there are communities in this country anxious and untiring in their determination to wrest from you much of that which gives you so great a pre-eminence. When the opportunity presents itself to so thoroughly strengthen your weak points, upon which the attack will be concentrated, you are not so big and so mighty that you can afford to pass it by without a thought. The injurious effects on commerce of wasteful methods and insufficient resources of transportation and storage cannot be questioned any more than can the people be kept from a knowledge of the same.

Gentlemen, I venture to utter the prediction here to-night, that within ten years the importance of Staten Island to the harbor of New York will be second only to Manhattan Island. The construction of the projected bridge over the Arthur Kill will reduce the excessive terminal charges of the port of New York by a very large total. Staten Island has hitherto been inaccessible from the mainland by rail. There has been little inducement for the construction of warehouses and the development of property. It is a question now

presenting itself to be considered broadly and without reference to special or local interests, and without regard to local jealousies. The resolutions unanimously adopted by the Senate and Assembly of the State of New York refer to this means of communication as making accessible by railway miles of the water front of New York Harbor greatly needed for storage and terminal facilities, and which must remain unavailable otherwise than for these purposes. It must be borne in mind that the water front referred to possesses the great advantage of being simultaneously reached by shipping and railway connection. A Senator of the United States, writing upon this subject recently, has stated, in reference to Mr. Wiman, that he not alone deserves the reward of a great personal success in the promotion of a very important and difficult enterprise, but the thanks of the whole nation, for an essential enlargement of the home and foreign commercial facilities of the American people. In this sentiment, gentlemen, I am satisfied you will most heartily concur.

MR. JOHN K. COWEN'S REMARKS.

GENTLEMEN:—I very much regret that Mr. Latrobe is not here with us to-night to speak for himself. A severe cold which he contracted some days since is the cause of his absence. At his request I propose reading to you what he had intended to say. But before I do so, I ask you to bear with me a moment while I speak of my friend, Latrobe, himself. I regard him as one of the most interesting figures in the history of the railroads of this country. He wrote the address delivered at the laying of the corner stone of the Baltimore & Ohio Railroad, on the 4th day of July, 1828. He was one of the counsel who prepared its charter, which was passed by the Legislature of Maryland in February, 1827. From that day to this he has been its advocate and its legal adviser. But, aside from the interest that attaches to him because of this early connection with the first railroad of the country, he is an interesting man in himself, and I exceedingly regret that he is not here to-night, that you might make his acquaintance and might hear his voice. He is, if you will permit me to say it to you busy men, and to you gentlemen who delight to call yourselves men of business, a bright example of what a man can do who, while devoting more hours than most of us have the physical strength to devote to the arduous labors of a profession, has still been able to cultivate that which is graceful in life; or, to use the expressive language of him who spoke with such hearty welcome and in such felicitous phrase,

"the amenities, the graces, the finer forces of life." Within ten years past I have known Mr. Latrobe to be, at the early hour of six in the morning, at his canvas, with the brush which he handles with such skill and cleverness; and I know the fact that many an hour which otherwise might have been an idle one has been filled by him with graceful lines. Indeed, he is one of those men who are so fortunately constituted, if you will permit me to use the language of another, that "they can find leisure in the midst of the most absorbing employment, and expansion in the very pressure of contracting influences; to whom literature blossoms as the spontaneous wayside flower along their path, and art and fancy, and taste and graceful and refining thought and occupation, come smiling and ministering like the reaper's joyous children who troop around him even in the harvest field." Such is Mr. Latrobe, who was expected to respond to this toast to-night. He was present at the commencement of the Baltimore & Ohio Railroad, nearly sixty years ago. As a young lawyer, and its counsel, his face was then radiant with the sunrise he was intently watching. He had hoped to be here to-night, although there is now upon his face the glow of the sunset. He was present at its opening, and at its first work. It is a sore and bitter disappointment to him, I know, not to be present at the interesting exercises of this evening, which are intended to commemorate in part its latest, and what I know he regards as one of its crowning, achievements. I now take pleasure in reading to you what he would have said so much better than I can read.

RESPONSE OF MR. JOHN H. B. LATROBE.

MR. CHAIRMAN:—In the month of May, 1828, the late John V. L. McMahon and myself were employed by the Baltimore & Ohio Railroad Company to obtain rights of way on the Potomac River, in anticipation of a contest with the Chesapeake & Ohio Canal Company for the route in the narrow passes, where there was not room for both works, between the river and the mountains; and my first experience was an attempt to demonstrate to the owner of the Point of Rocks the value to his property of the proposed scheme. Railroads were myths in those days in America; and if I drew on my imagination in my description I was in no danger of an adverse criticism.

This was in the first decade of the road, when Mr. Philip E. Thomas was President, a shrewd and far-seeing member of the Society of Friends, of an abiding faith in the work, and of wondrous perseverance. Mr. Thomas' decade was distinguished by Peter Cooper's demonstration, with a sort of Tom Thumb locomotive, of the practicability of using steam on the abrupt curves then thought to be inseparable from railroads in America. It is very true that his locomotive failed, when his blowing apparatus gave out momentarily, and most inopportunately, in the crisis of a contest with a horse and car on a parallel track, and Mr. Cooper lost the race. But the victory was in the demonstration that the race afforded—the results of which he lived long enough to see—when the Tom Thumb of 1832 had a progeny of

giants which was fast obtaining the mastery of the world. It was in Mr. Thomas' time, too, that the eight-wheeled car became the passenger car of America; and during the same decade the contest with the canal company for the right of way brought before the courts of Maryland Taney and Webster and Reverdy Johnson on the one side, and Wirt and Walter Jones on the other—Taney in the Court of Chancery, and Webster, who took his place when the former was appointed Attorney-General, in the Court of Appeals. Webster, massive, grave and sententious; Wirt, one of the handsomest men of the day, graceful and refined; Walter Jones, with no personal advantages, the quickest, brightest and probably the acutest lawyer of the four; and Johnson, the youngest, on his way to the eminence that he afterwards reached. It was something to see, in the close connection with Mr. Webster that the trial brought about, the inner action of the grand mental machinery which elaborated the material—that it was my function to furnish from my experience in the courts below—into the great argument that was finally delivered.

Mr. Thomas' decade closed with the road at Harper's Ferry, to which it was permitted to go in Maryland by a compromise which ensued on the defeat of the company in the Court of Appeals.

Then followed the second decade, under the presidency of Mr. Louis McLane, statesman and orator, Secretary of State, Secretary of the Treasury, Minister to England. Taking up the road at Harper's Ferry, with no alternative but to pass through Virginia to Cumberland, he made an otherwise unavailable subscription of \$3,000,000 of the City

of Baltimore the basis, during a suspension of specie payments, of orders redeemable in it, and carried the road to Cumberland.

But, while Mr. Thomas' decade was distinguished in the way that has been described, Mr. McLane's had its earmarks too. In 1843 Congress had appropriated \$30,000 to enable Morse to test, in actual use, his telegraph, whose demonstrations had, so far, been limited to the transmission of messages from one committee room in the Capitol to another; and as the Washington branch of the Baltimore & Ohio Railroad afforded the most convenient opportunity, he applied for permission to establish a wire upon it. A question as to the company's power in the premises having arisen, the President suggested that I should find out something of the matter, of which both of us were ignorant. A single interview with the inventor imbued me with his enthusiasm, and my report to the President was, that numerous and exalted as had been the positions he had held, his name would be forgotten, while that of Morse would be echoed throughout the ages—or something to this effect. Mr. McLane now became enthusiastic himself, and when the resolution granting the permission came before the directors, the only dissenting voice was that of a member who said that he could not conscientiously be a party to what would help Mr. Morse, who seemed to be an honest man, to ruin himself by prosecuting so impracticable a scheme. Thus it was that the Baltimore & Ohio Railroad Company became interested in telegraphy in the infancy of the art; and it now, after many years, finds itself again engaged in promoting and cheapening its usefulness.

The third decade of the Baltimore & Ohio Railroad Company was under the presidency of Mr. Thomas Swann, afterwards Mayor of Baltimore and Governor of the State of Maryland. By this time specie payments had been resumed, and the State's subscription of \$3,000,000 had become available; and with the means now obtained the mountains were crossed, and the "Great West," so long and patiently striven for, was reached on the banks of the Ohio.

But the "Great West" had not remained stationary during the decades here referred to. Year after year it had been stretching further and further towards the setting sun, and now the waves of the Pacific were its extremest bound; and it was to connect this vast region with Baltimore that the energies of the successor of the early Presidents were hereafter to be addressed. While others gave their time, he, in addition, gave and sacrificed his life to the work.

What the late President accomplished is his enduring monument; and that the son, on whom the mantle of office has fallen, will complete what the father left unfinished there can be but little doubt; and the day is at last at hand when, all difficulties overcome, the Baltimore & Ohio Railroad will find an entrance into the heart of America's commercial world, and a place in its affections. It is already at the threshold of the City of New York, and it is as certain as fate that it will be permitted to cross it.

THE STATE OF MARYLAND.

RESPONSE OF GOVERNOR HENRY LLOYD.

MR. PRESIDENT:—To stand in the great City of New York, the metropolis of the western hemisphere, or upon its suburb Staten Island, with her yet unrealized possibilities, and respond to the toast, "The State of Maryland," brings a thrill of pride to the breast of every true Marylander. And if the speaker's expressions should savor of a vain-glorious or exaggerated patriotism, let his devotion to the honor of his State palliate his crime. Scarcely had the dark days of the American Revolution, marked by a patriotism that knew no flagging, and by the bravery of a soldiery that would have done credit to the legions of Cæsar or the noblest cohorts of ancient times, seen the golden sunlight of freedom's heaven, when Maryland turned her attention to the encouragement and promotion of her internal resources. Her people had not lost their sentiment or the love of it; the noble record of their first settlement had not faded away; the recollection of the fact that their territory had been honestly bought and honestly paid for, still lived. The knowledge that their treaty with the red man had never been confirmed by an oath, and yet had never been violated, remained; and the realization of the grand conception of religious tolerance and freedom of conscience found a fitting abiding place in their memory, and furnished inspiration for their every-day life. But in the very height and first blush of independence gained, they turned their brains and energies to the development of nature's wealth, the

"Do that good mischief which may make this island thine own forever."

—*The Tempest*.

grand possibilities of the good land God had given them, for like the daughters of men, they saw it was fair to look upon. The spirit of her people, though originating within her territory, could not be measured by the narrow limits of her borders, but rapidly spread over the whole Union. President Monroe, in his message to Congress, called their attention to the improvement of our natural resources as a matter of national concern, which Congress took up with corresponding spirit. The New York Canal had just been completed, and turnpike roads and canals were the absorbing subjects of discussion. Congress discussed the Cumberland Road and Chesapeake & Ohio Canal, though the question extended to a general system; and the Cumberland road in Maryland was the first work of internal improvement undertaken by the National Government. The tow-path and mule of the canal, the stage coach of the turnpike, quenched not the stirred ambition of the people of Maryland, especially of the City of Baltimore. History informs us that, seeing and realizing that a change had come over the spirit of American trade, and that great material improvements were operating upon the minds of men of intelligence in other States to command the trade of a growing West, they determined to avail themselves of their natural geographical position, and recover possession of the internal trade of the country. .

On the 12th of February, 1827, there was held in Baltimore a meeting, to take into consideration the best means of restoring to the City of Baltimore that portion of her Western trade which had lately been diverted from it.

The sequel of that meeting was a charter by the Legislature of Maryland incorporating the Baltimore & Ohio Railroad Company. It was not only the first railroad in the United States commenced for the actual traffic and commerce of the community between two distant sections of the country, but it was the railroad upon which the first locomotive built in the United States was successfully introduced; and Peter Cooper, of New York, furnished the propelling power, supplanting the stubborn mule and the experimental sailing car of Evan Thomas. The State of Maryland may well claim sponsorship for this grand and magnificent corporation; and, as an earnest of her faith, even in the days of her simplicity and frugality, when her current expenses did not exceed \$30,000 per annum, she became a stockholder to the amount of \$500,000 in this great enterprise—a subscription said to be about the first legislative aid ever afforded a railroad corporation in the United States. Maryland, situated in the very bosom of the United States, stands equally open to the commerce of the North and South; with her close proximity to the trade centres on western waters, she is the natural possessor of the trade of that region, which no rivalry should wrest from her—a control which makes her, in a measure, the mistress of the great western trade, the guardian of the gates through which the products and treasures of a boundless country shall issue to all the world. Her port of Baltimore combines all the advantages of an inland city with those of a seaport, lying, as she does, in the heart of the State, yet at the gates of the Atlantic. No ungenerous motives, no hostile spirit, should be engendered in the hearts of true Marylanders by the

extension of the Baltimore & Ohio Railroad to New York. They rejoice in the establishment of another binding link in the commerce of the great cities. The iron bands are not those that manacle the weak, they are the bonds of a union cherished by both States, and strengthened by an identity of interest. The progressive and busy ideas of New York find another avenue of approach to the people of this country, and Maryland's pride finds consolation in the prowess of her Garrett and those associated with him in this undertaking, for they would not only bridge over local jealousies, but carry across the Kill von Kull the good will of Maryland to New York, and revive the glorious memory of those days when the Maryland line under the leadership of Smallwood, though more than decimated under the leaden fire of British onslaught, stood side by side with New York in the defence of the infant city whose present growth and magnificence is the pride of the nation and the admiration of the world. We acknowledge the cordial reception and manifestations of welcome in to-day's entertainment, and congratulate ourselves that the material power and pluck of Garrett is not undervalued in this great city.

THE STATE OF NEW YORK.

ADDRESS OF HON. STEWART L. WOODFORD.

MR. PRESIDENT AND GENTLEMEN:—On these pleasant hills of Richmond, away back in 1862, my regiment was encamped. From this place, by boat and rail, we went to Baltimore. I shall never forget how, in the cold, gray light of that early September morning, we sat upon the hospitable curb-stones of that prosperous city and drank black coffee and gnawed at hard tack; nor shall I soon forget how we were borne from Baltimore to Washington in the palatial cars of the Baltimore & Ohio Line. They had been built expressly for the safe and comfortable transportation of cattle, and they were still fragrant with all the peculiar perfumes consonant with their original use. But many months had not passed before, in the swamps of Virginia and among the pine barrens of the Carolinas, we sighed for those sumptuous breakfasts on the curb-stones of Baltimore, and would have been very glad to have been back in the cattle cars of the Baltimore & Ohio Road. To-night, for the second time since that journey in 1862, I come back to these hospitable hills of Richmond; and I am exceedingly glad that the Baltimore & Ohio have come to meet me upon their own road, and have not compelled me to go to them by theirs. Such rivalry and coming we cordially welcome, and for such invasion of the North by the wealth and energy of Baltimore, every New Yorker is cordially glad. Every New Yorker bids you God-speed.

Mr. President, His Excellency Governor Hill bade me say to you and to your distinguished guests, and to his constituents of New York, that it is with great regret that he finds his executive duties confine him at Albany, and deny him the pleasure of himself extending the cordial welcome that in his name I give to-night to the Governor of Maryland and to our friends from the State of Maryland.

We congratulate you that you are permitted to lay your own rails, and build your own bridges, all the way from Baltimore to the Kill von Kull. All that New York can do to help you in this enterprise New York will loyally do, from her Executive in Albany to the humblest citizen in all her borders. One of the great Governors of New York (I have sometimes thought the greatest of our Governors) spent his life in digging Clinton's Ditch, and in uniting the waters of the great lake system to the Atlantic Ocean. That Erie Canal fixed forever the status of New York among the States of the Federal Union. That Erie Canal forever gave to the City of New York her commercial supremacy among the cities of the nation. New York is great to-day. Why? Let me answer in one word. Planted by Providence at the gate-way of the continent, New York from the beginning has had the courage and the wisdom to say to all, that all are welcome here in New York. The gates of New York are open to the world. Let men come here; let brain come here; let courage come here; let capital come here; let corporations come here—so long as one and all they are obedient to law; so long as one and all they are loyal to the old ideas that honesty, economy and industry are the sure, the only

sure, passports to permanent success. New York bids you welcome—one and all.

In coming from Baltimore you have passed by the lines and the ways of the Pennsylvania Road. That road is probably to-day, in equipment and management, in condition of stock, in condition of road, almost the best railway on the face of the habitable globe. Your rivalry will do them good; possibly your rivalry may do you good. You came to New York, and entered it by the way of Staten Island. Here were born, and here shall sleep, the father and son who have done much to make one of the greatest railway systems of this continent. One of these citizens, Mr. William H. Vanderbilt, by love of art, by love of pictures, by sustenance of education, has possibly started what may emulate in this new land the memories and the fortunes and the art of the old de Medici family of ancient Florence. You come to enter into new combination; you come to enter into new rivalries. New York believes that you will help her Central Road; New York believes that the Central Road will help you. In the ancient time he who traveled over that empire whose eagles flew from Orient to Occident found everywhere graven on portal, and spoken by peasant, these words: "All roads lead to Rome." To-day, on this continent, wherever spade is turned, New York reaps tribute from the harvest. Wherever road is built New York gathers results from the building. All roads lead to New York; and even the Baltimore & Ohio, the most conservative of all conservatives, at last comes to New York. We congratulate them upon coming; we give them a cordial welcome in the coming; and if

there be—and I know that I speak the purpose of every New Yorker within the sound of my voice—if there be a chance for any community, or for any city, in fair rivalry to beat New York, we will give fair chance for fair rivalry, and we will acknowledge the victory. If, on the other hand, all roads lead to New York, you shall have most hospitable welcome; you shall have most generous treatment, and all that New York shall gather of wealth, of progress, of culture, with loving hand New York will distribute over all the Union; for we are proud, not of New York, but of the one great Nation that makes New York in its power and prosperity possible.

THE STATE OF NEW JERSEY.

RESPONSE OF HON. A. Q. KEASBEY.

MR. WIMAN AND GENTLEMEN:—At the last public dinner which I attended in New York I was called upon to respond to the toast, "New Jersey as a Blessing to her Neighbors." In view of the outcry we have been making over there lately, and especially in view of the pungent remarks of my friend at the close of his speech, I feared that I might be summoned to-night to answer the charge, "New Jersey as an Obstruction to her Neighbors." I believe that according to modern geography we are at present in the State of New York; and yet there is an impression prevailing on our side of the Sound that, by rights, this dinner is given in New Jersey. It is certainly true, that in 1664 King Charles granted to the Duke of York a great ill-defined tract of country on the coast of the new world extending from Canada down to Virginia, and that, in the same year, the Duke gave to Berkley and Carteret all that part of it which lies between the Hudson and the Delaware river. It is true, also, that the people of New York of that day grieved over this grant, and protested that the prodigal duke had given away the best part of his possessions. In fact, one of the commissioners wrote to the duke, and said: "Included in this grant to Berkley and Carteret is all the improveable land in Your Royal Highness' patent, and capable of receiving twenty times more people than Long Island and all the remaining tracts in Your Royal Highness' patent." In fact, they were so dissatisfied with it that they

tried to get it all back, and they did get back Staten Island. They took possession of it and they would not move away from it, and they insisted that Arthur Kill was Hudson River. We contended about it for over a hundred and fifty years as well as we could, but at last, in 1833, by a State agreement and by law, we solemnly settled that the middle of Kill von Kull and Staten Island Sound is the boundary between New York and New Jersey; and, for one Jerseyman, I am prepared to admit to-night that this dinner is given in New York, and that the island is yours.

It is a thing done, and it is idle for modern Jerseymen to grieve over it. Modern Frenchmen might as well lament for Louisiana, or Spaniards for Florida, or Mark Twain really weep over the tomb of Adam. But, Mr. Wiman, and gentlemen of Staten Island, we will now have our redress. You may govern the island, and you may bear all the expense and responsibility, but we will grapple you to New Jersey with bands of steel. We will build a viaduct over your Sound, and rush in and take possession of you. We will swarm in on you and grasp all the practical advantages that you possess, and will have the benefit of your beautiful island without any of the burden of it. You may build your court-houses and your jails, you may spend your money for your public works, you may pay all your civil and political expenses, you may buy your Legislatures—if you do such things over here—but all the same we, as citizens of the United States, will rush in upon you and make ourselves at home, just as we do in New York City. We will reap the richest harvest of your

commerce and industry, and then we will go back to our beloved Jersey every night bearing our sheaves with us.

What a narrow and old-fashioned notion it is to try to make a barrier of the waters that flow between the States of New York and New Jersey. They are rather a free and open means of closer intercourse. We will skim them with ferry-boats and with floating freight bridges; we will span them with viaducts; we will pierce them with tunnels, until we make them the central water and steel highways of the great city of the future, whose busy people shall forget almost what political sub-division of the United States they belong to in their eagerness to promote their private interests and the prosperity of their common country. They may tell us that the geographical centre of this country is somewhere far out on the northwestern plains; but here, around the shores and waters of the Bay of New York, as they were laid down in these little invitation cards of ours, here is the heart of this country. Here all the nerves and arteries of the body politic converge. Here are the vital pulsations of commerce and national energy. Here are the reservoirs of capital, labor and skill, which are sending their streams westward and making the United States the greatest nation of the world. New York owns one shore and New Jersey the other. But what of that? The whole is our common heritage, and we hold it in trust for the entire country. Let us use it, and magnify it, and glory in it, but not quarrel over it.

From the first moment when I heard of this grand enterprise of my friend, Mr. Wiman, I exulted in it and felt sure of its ultimate

success. I rejoice that he has found such powerful allies as the Baltimore & Ohio Railroad Company. I cannot understand the outcry that is made in the press of New Jersey against it. I do not believe that it springs from the real thought of the people, and I feel sure that intelligent discussion will end it, though it may not silence the clamor of rivals.

Six railroad lines now bring the vast internal commerce to New York across New Jersey. Their cars stop, it is true, on the soil of our State, but their passengers pass on to their destination in ferry boats, and the bulk of their freight goes on in freight boats, undisturbed, to the city or to the great storehouses on the Brooklyn side of the bay. And of late the Pennsylvania Road carries passengers and freight in unbroken trains to Harlem, and the night traveler to Boston does not know when he leaves the shore of New Jersey. What is it to us, even in the most narrow view of State-selfishness, whether the Baltimore & Ohio Company shall take its passengers and freight to our shore at Weehawken, Communipaw or Elizabethport, and send them on their destination in ferry-boats or on freight barges; or run across to Staten Island and send them thence to New York, or store the freight in warehouses on the island?

Do we want to have our whole Jersey coast absorbed by great railway stations, to the exclusion of the hives of industry which would grow up there if they could only find space? In the interest of New Jersey we should be glad to find some relief from the choking of our precious water front by the great terminal structures of transcontinental lines.

We have been constantly complaining that the great corporations are absorbing all our riparian rights and shutting the public from the privileges of the shore. And yet we now insist that this other great railroad company shall crowd in among the rest, and we dread as a calamity that it shall turn off to the wider facilities of Staten Island. We do this as a matter of purely State interest, and entirely apart from the injury which it is supposed a viaduct will inflict on navigation. It is interesting to observe how we treated this matter ten years ago. There was no opposition then to railway transit from New Jersey to Staten Island, founded upon the supposed interests of the State.

In 1874 a law was passed giving the consent of New Jersey to the Tubular Transit Company of Staten Island to make a tunnel between New Jersey and the island at any point they might select, and to take all lands necessary for that purpose. It was passed by the House with only five negative votes, and in the Senate it was voted for by Senators McPherson, Sewell, Potts, Stone, Taylor, Cutler, Hewitt, Hopkins, Lydcker, Cornish, Sheppard, Newkirk, Smith and Wood, and there were only two votes against it. And in 1875 one of the early acts of Governor Abbett, then Senator from Hudson, was to introduce a bill to revive this consent, which had lapsed for failure to pay the State assessment. This bill was passed unanimously by the Senate, and with only three negative votes in the House of Assembly, the present Senators Youngblood and Vanderbilt, then in the House, voting for it.

Not only that, but the sentiment at that time was very strong in favor of a bridge to Staten Island, for I find, not in the books of the laws, where everybody could see it, but upon the Journals of the Senate and House, that, in 1874, Senator McPherson offered a bill in the Senate to incorporate a company to erect a suspension bridge over the Sound from Constable's Hook to New Brighton, and that the bill was unanimously passed by the Senate and sent to the House. It was, it is true, recalled from the House, and, after a contest, postponed. But eight senators voted against the postponement, including Senators McPherson and Sewell. It did not seem then to those eminent gentlemen that a railroad from New Jersey to Staten Island would be a deadly blow to the rights and interests of the State. That bill only failed, I think, by reason of the fear that a viaduct might injure navigation.

As to that matter of navigation, it is a mere scare. A bridge over Staten Island would necessarily be built so high that nine-tenths of the commerce of the stream (the bridge being south of the mouth of the Elizabeth River) would pass under it. We hear of millions of tons annually, but it consists mainly of coal and freight barges, of tug-boats and small craft that would navigate the Sound and never know a viaduct was there, except for the noise of the passing trains. In a legal investigation that I had to conduct some three years ago, I had occasion to prove how many foreign vessels came to the port of Perth Amboy in the six years from 1876 to 1882, and I found there were one hundred and six of such vessels in all those six years.

I have searched the records of Perth Amboy for the last three years, and I find that only seventy-one foreign vessels have come to Perth Amboy during that time. I am not able to state how many coast-wise steamers will pass through this stream, nor how many of them have already passed through the bridge over Raritan Bay, but the figures I have given will enable us to judge how comparatively limited is the commerce that would pass along that stream with masts high enough to touch a high bridge in a railway viaduct. When we consider the viaducts over the great water highways of this country, in the path of the locomotive from the Pacific to New York, it seems frivolous to talk of sacrificing the vast interests of the internal commerce of this country to the convenience of the few vessels that would pass through that stream and be interfered with by a bridge such as modern engineering skill could construct.

New Jersey lies in the path of the commerce of this country. She desires to obtain all just advantages from her position, but I am sure that, on a candid consideration of her duty, she is ready to give to that commerce all just, and even generous, facilities. It is her true interest as part owner of that great inheritance, the shores and the waters of the bay of New York, the heart of the continent. Co-operating freely with her fellow-owners in the great enterprises of the future, of which this bay is to be the centre and the theatre, she will make that inheritance fruitful. Standing as an obstruction, she will find it a barren heritage to herself, while others reap the profit of it. New Jersey has always been wide awake to her own interest, and I feel sure she will

not miss it now, when she comes to give a sober second thought to the matter of railway transit to Staten Island. Then, indeed, New Jersey will be a blessing to her neighbors—and all the States of this Union are her neighbors.

THE CITY OF BALTIMORE.

RESPONSE OF MAYOR JAMES HODGES.

MR. WIMAN:—Permit me, sir, to thank you, on behalf of my fellow-citizens, the associates who have accompanied me here this evening, for your very polite invitation to this banquet given in honor of our youthful townsman, the young President of the Baltimore & Ohio Railroad—a gentleman in whom we all feel a deep solicitude.

I am present on this semi-official occasion to-night, as the Mayor of Baltimore, to represent a city embracing within its corporate limits 400,000 people, and with diversified business interests of vast proportions and constantly growing extent. In that capacity I come to testify to the deep-seated concern which my constituents feel in the consummation of the great enterprise now being pressed to completion by the Baltimore & Ohio Railroad Company, the finale of which means a new rail connection between Baltimore and Philadelphia and New York. I represent a pre-eminently commercial people—intelligent, progressive, energetic and far-seeing. They sincerely believe that, in the extension of the old home line to new fields, they recognize the possibility of a future development of the city far greater than it has realized in the past. While we are not prepared to proclaim to the country, on this initial occasion, that the whole boundless continent is ours, it is fair to notify you that we will have, in the act of extending our iron arms to New York, no “pent-up Utica” in Baltimore. We know that, in a fair field and in a fair fight, we can make a successful struggle, and

“With the
memorials and
things of fame
that do renown a
city.”

—*Twelfth*
Night.

will show to the world that we have come to New York, via Staten Island, to stay.

I confess that some of our more conservative citizens, who had perhaps not given due consideration to the question, viewed with alarm the extension of the terminus that for nearly half a century had been stationary in our own city; but when the clear and incisive mind that made the Baltimore & Ohio Railroad one of the foremost trunk lines in the country, that raised it from a local to a national enterprise, that made it what it is to-day, one of the strongest corporations financially and otherwise in the world,—I say that when that mind declared it to be for the best interests of the city and the country to extend to New York, that declaration was accepted on the faith of a judgment that seldom erred. I knew the elder Garrett, as a fellow merchant, with some degree of intimacy, even before he became a railroad man, and I noted his career as the executive head of our great railroad corporation with unabated interest during the whole period of his presidency; and I believe that he was true to his trust, and that he and his associates fulfilled every pledge made by his company to the city and to the State. From my knowledge of the man and of the company and its management, I have no hesitation in saying that the Baltimore & Ohio Railroad is worthy of your every confidence. I am justified, I believe, in giving you this assurance for many reasons, not the least of which is the fact that the City of Baltimore is a stockholder in the Baltimore & Ohio Railroad to the extent of one-fourth of its capital stock, and that the City Directors in the road voted in

favor of the enterprise which we are here this evening to promote. The City of Baltimore and the State of Maryland are so closely identified with the railroad company, that in speaking of one I am necessarily constrained to speak of the other.

At the inception of the project for the building of the road, the city and the State were solicited to extend their pecuniary assistance by liberal subscriptions to the stock. At that time the entire tax valuation of the City of Baltimore was less than the value of the possessions of the Baltimore & Ohio Railroad to-day east of the Ohio River, to say nothing of its value west of that river. The city and the State, as I have described, aided in the construction of the railroad by advancing on a liberal scale the means used for its construction. This was effected in the form of stock subscriptions, and subsequently the city itself added five millions to its interest in the road in the shape of a loan, which is now rapidly reaching the point of extinction by means of a sinking fund. As a rule, as all you gentlemen know who have had railroad experience, city and municipal aid to railroad construction is considered in the light of a gift, and very few subscriptions are made with any ultimate object of receiving repayment, either in the form of principal or interest. In round figures, the stock interests of the city and State in the Baltimore & Ohio Railroad was represented by stock subscription aggregating six millions and a half of dollars; and for every dollar thus subscribed and handed over to the Baltimore & Ohio Railroad, that road has returned six dollars. Moreover, the city and State could to-day dispose of the stock they

are now holding at figures which not only repay the principal, but very largely cover the interest, calculated from the date of subscription to the present time. Of the gross revenue of the City of Baltimore, each year \$325,000, or 13 per cent. of its gross receipts from taxation, come to it from the coffers of the company which it created. Are the cities of New York, Philadelphia, or any other city in the Union, holding as good a paying railroad investment as that? Facts are patent and sometimes obligatory, and I commend this one to your thoughtful consideration. With prompt compliance with the obligations, with steady and continued payments of dividends, with steady adherence to original principles in giving every stockholder an equal advantage, the Baltimore & Ohio Railroad Company has still remaining a surplus fund of perhaps unparalleled proportions; and this great surplus, now reaching nearly fifty millions, is largely invested where the city and State reap the benefit. It is represented by elevators, which have given Baltimore its enviable prominence as a grain-receiving and distributing point; and in wharves and docks, which have rendered her harbor the equal of that of any on the globe; and in tobacco warehouses and in floating docks. In brief, it is invested where it will do the greatest good to the greatest number of those who are interested in its general usefulness and prosperity. I may add, in the way of further explanation, that much of the surplus fund has been placed in railroad lines which have been added to the parent system, and through which Baltimore has gained access to the leading cities of the West and Southwest. The magnitude of that surplus can be best appreciated

by comparison. You will be somewhat startled when I tell you that it is equal to the entire capital stock of the forty-four National Banks of the City of New York, and greater than the aggregate capital stock and surplus funds and undivided profits of the fifty National Banks of Philadelphia and Baltimore combined.

When Mr. John W. Garrett stepped from the walks of mercantile life, and assumed the reins of management of the Baltimore & Ohio Railroad Company, it was little more than a local enterprise. Since that time the history of the road has been a history of progress and development. Behold it now in all its prosperous greatness, with upwards of 3,000 miles of track, and its millions of capital, in addition to the nearly \$50,000,000 of a surplus fund.

Less than sixty years ago the first railroad meeting, that resulted in anything like practical enterprise, was held in the City of Baltimore in 1827, and from the gathering of the Baltimoreans, representing leading mercantile interests in the city at that time, came the first railroad charter, and the Maryland Legislature had the honor of granting it. New York had constructed a canal, and Philadelphia had initiated a movement either to take advantage of that canal or secure some kind of transportation for freight that would give that city equal facilities. In view of this, Baltimore at once realized the necessity of immediate action to save her trade from impending destruction, which her rivals were then threatening, and she determined to have a railroad. In less than a year from that period that railroad was commenced, and so determined were its projectors to go to the front, that the enterprise

was carried over the mountains to the very banks of the Ohio, and as originally designed it was constructed. The Baltimore & Ohio was the first road from the Atlantic to reach the Ohio, and it was the first to reach Cincinnati and St. Louis by the prompt formation of western connections.

When Mr. John W. Garrett assumed the presidency of our Baltimore road it had two termini on the Ohio River, one at Wheeling and the other at Parkersburg. We at once realized that it could not stop at those points, and that if it were to become the business power and trade feeder its original promoters contemplated, the road must go on; and as the country developed, Mr. Garrett and his assistants carried the road along, and with them there was no stopping place. So he reached out and added the Central Ohio to the system, following this up with building his own line, 270 miles, to the City of Chicago.

In the meantime he had secured the Pittsburg & Connellsville, and reached the centre of iron activity—the smoky city of Pittsburg. Through his influence with the management of that day the gauge of the Ohio & Mississippi was changed to the standard; and he never ceased his earnest and energetic work until his line reached the leading cities of the West and Southwest, and his trains ran through without change from the Atlantic to Lake Erie, at Sandusky; Lake Michigan, at Chicago; the Ohio, at Cincinnati, and the Mississippi at St. Louis. This was work sufficiently ample for one man's lifetime, particularly as so large a portion of it was done during the stormy days of the war, when he went to bed at night not knowing how

much of a railroad he would have in the morning. His aid and assistance to the Government in our hour of need was acknowledged by Lincoln and Stanton, and by Seward and Grant. Were the history of the part he played in bringing back peace to a distracted country fully known, as it is known to his surviving sons and close friends, his name would be honored by a new class of admirers—the lovers of peace and justice. He was essentially a man of action, with unquestioned nerve and determination of purpose, and, above all, possessing an honesty positively beyond temptation, no matter in what guise it might come.

It may be truly said that he had a head to contrive, a tongue to persuade and a will to execute, and these were the great qualities which made him so distinguished in the vocation to which he dedicated his valuable life. Conservative in all things, yet he was a man of advanced enterprise and opinions. To him public office, as exemplified in the management and control of the Baltimore & Ohio Railroad, was a public trust, and he never profited a dollar in his office that his associates did not equally share, and the city and the State as well. To be the son of such a father is an honor allotted to few men, and for a father to have such a son is a fitting perpetuation of an honored man.

Like all successful men, Mr. Garrett had an envious and jealous element to contend with. While it was powerless to baffle his great railroad projects, it could furnish, on all notable occasions, a chorus of carpers and some prophets of evil, the loudness of whose voices, from

a murmur to a roar, was regulated by the market price of the shares of his road. There were occasions, which many of us remember, when his friends might have been justified in suggesting the famous satire of Swift: "When a true genius appears in the world, you may know him by this sign, that all the dunces are in confederacy against him."

The elder Mr. Garrett, as I have stated, perfected the system to western cities, and it was he who conceived, matured and started the construction of the line eastward from Baltimore to Philadelphia and New York. Would that he had lived to realize the assurances, visible to-day, that his plans are to be consummated by the acquisition of such advantageous terminal facilities as have been acquired here on Staten Island. The son has followed well in the footsteps of the father. As the chief representative of the City of Baltimore here to-night, and a representative merchant of that city as well, I bespeak for him your confidence and respect. In his father's time there was ever that steadfastness of purpose, ever that fairness of management, which enabled the Baltimore & Ohio Company to meet its every obligation. From its very inception the company has paid an average of over seven per cent. per annum on the stock. For the quarter of a century, during which time Mr. John W. Garrett was President, the average dividend reached about eight and one-half per cent. For many years it has paid five per cent. semi-annually, or ten per cent. annually, upon the capital stock. Certainly you will not wonder why the City of Baltimore declines, under any consideration, to part with its stock in the Baltimore & Ohio Railroad Company, although the question of selling it has sometimes

been discussed, though rarely. The elder Mr. Garrett set the municipality a practical example, which we are likely to follow, when he refused to listen to the seductive arguments of the old Holland syndicate of Amsterdam, who sent a representative to this country to purchase the Garrett stock at \$225 per share, the par value being \$100 per share. On another occasion the most astute and successful railroad financier in New York offered \$25 more per share than the Hollanders, or \$250 per share of \$100 par value. Surely a more encouraging showing than this, as the basis of credit and confidence, could not be made by any railroad line in the country.

Let me say, in conclusion, that aside from my official position, I am here as a merchant and a business man of Baltimore, deeply and actively interested in its future, to testify to the wise and judicious management of the Baltimore & Ohio Railroad Company; and it is by reason of its splendid record of economy and successful administration that it is entitled to the confidence and favor of the business men of New York and Philadelphia. I believe it to be deserving of all needed legislation which the authorities of these two cities, and of the States in which they are located, can give it. I also say to you as a representative merchant, and in the name of the business men of Baltimore, that we believe the building of the Baltimore & Ohio line to the great commercial metropolis of the country will incite a railroad rivalry of inestimable pecuniary benefit to the three cities directly interested, and that such benefits will extend to all cities and towns throughout the South and West which are connected by trade relations

with the great Atlantic seaports and distributive markets which I have named. As I understand the Baltimore & Ohio system, it is a great national line, knowing no North, no South, no East, no West, and the schedule of passenger and freight charges will be arranged on a basis just and equitable to the people of all sections with which it may have intercourse.

The entrance of our line into New York must necessarily enlist the interest of the people of that great commercial metropolis. The simple fact of its entrance will minister to the city's greatness, and will add additional quickness to its life. We do not come to ask pecuniary favors, but to solicit business and to bring it. We propose to give you as much as we take. The company no longer needs help from anybody; the child has grown up, and can take care of itself; can even exchange a hard blow with a surly neighbor when occasion requires: but the interest of Baltimore is still with it as of yore. The same enterprise that desired connection with the great centres of production in the West, and reached them, now desires no less to be connected by closer ties with the mighty distributing centre of the country, "destined to become, at no distant day, the great focus of the commerce of the world. In effecting this, the railroad has pushed to its logical conclusions the plan of those who projected it, and realized the desire of Baltimore's most enlightened and enterprising citizens. The city has been a partner of the company in the hazard of a daring enterprise, and partaken with it the fruits of a splendid success. The commencement of a new and more

brilliant series of successes, as indicated here this evening, is most auspicious.

I congratulate you, gentlemen, upon being present on this occasion, that will pass into history with a glow of success; and I go back to my people to congratulate them anew that Baltimore is the home of the Baltimore & Ohio Railroad Company—our proudest and grandest offspring, the greatest and the best.

THE CITY OF NEW YORK.

RESPONSE OF ACTING-MAYOR A. L. SANGER.

It was very fortunate for the future glory of Manhattan Island that the old Dutch settlers were not possessed with the skepticism of the laughing philosopher Democritus, who put out his eyes with a burning-glass that he might no longer be deluded with what he considered their false indications. It was a very small island, but our Knickerbocker ancestry had a keen eye to business when they purchased it at the price of the hide of an ox. That was a very good stroke for those days. They had even at that early stage learnt that there was nothing like leather. But they lived in a primitive age. The times have changed since then. The present century has demonstrated that there is something more important than leather in regulating the progress of nations, and that their present development is greatly controlled by the paramount law of destiny as influenced by steam.

Hendrick Hudson slowly paddling up the North River in his flat bottomed boat has yielded to the genius of Stephenson, who, with his tubular boiler, projected the locomotive, and the possibility of bridging space at the rate of sixty miles an hour. Steam is the great civilizer, bringing nations closer together in commercial relations, and, through commerce, regulating the destinies of the world. The City of New York has become the great metropolis of the western hemisphere, not only because of its inestimable geographical situation, but because access to its shores, and intercourse with those who trade with its people,

"A city on whom
plenty held full
hand, for
riches strew'd
herself even in
the streets."

—Pericles.

have been made easy through the agency of rapid intercommunication. The growth of the city within itself has been fostered by its railroad facilities; and wherever the enterprise of man has cut a pathway through which the locomotive engine could burrow its way, there progress and prosperity have made a lodgment, and the city has developed and expanded, and the investment of the capitalist has yielded a handsome and steady profit. To-night we are told of a new enterprise which is to supply a further impetus to the commercial prosperity of our New Amsterdam. The bay of New York is to be bridged by floats supporting luxurious trains of rolling stock, which are to make their unbroken journey from the solid soil of our island city to the furthest corners of the South, the West and South-west; wherein the intrepid Manhattaner, retiring to his comfortable couch as he steps from the Battery, may sleep and rest in undisturbed peace until he sets foot in the Crescent City, or gladdens his eyes with the beauties of the Alleghanies, or sniffs the air of the snow-capped Sierras. He is to revel in all the glory and in all the possibilities foreshadowed in the possession of a new trunk line.

To the City of New York the advent of the Baltimore & Ohio Railroad will mean fresh blood and new energy, quickening the pulse of its business interests and inviting the enterprise of its merchants. New York must ever be considered the great artery of civilization and commercial activity, through which are constantly circulating the elements that bring vigor or languor to the body politic. Let those elements become stagnant, and depression settles over the face of the

whole country. Set them going in healthful circulation, and the whole country smiles in its rejuvenated strength. The oppressive silence of its idle factories gives way to the noisy whirl of busy machinery, and the sound of the hammer rings merrily upon a re-awakened community. It is not, therefore, New York alone which reaps the benefit of increased terminal facilities. Every town, village and hamlet that furnishes either producers or consumers shares in the general advantage which the highways of commerce afford to the honest and thoughtful carrier, who manages his business equally in the interest of the stockholder as in that of the public.

May we hope that when the new route shall become an established fact the company will continue its excellent policy of accommodation; that it will not yield to the temptation to neglect its patrons for the sake of increasing its dividends; that it will observe as its motto a new and extended rendering of the maxim *salus populi suprema lex*, and make "the convenience of the public its highest aim;" that it will give us clean cars and luxurious "sleepers," attentive service, close connections, and safe transit. With these anticipations and assurances fulfilled, New York can have no regrets at having opened its doors to receive this new claimant to the favor of its citizens, and to bid it a cordial welcome. It cannot by any possibility take from us more than it will bring unto us. The sound of the bell that will announce the departure of its first train from its new found home will be a message of glad tidings from the North to the South, telling of the more substantial re-union of the States, and proclaiming anew the blessings of peace and fraternal concord.

THE CITY OF BROOKLYN.

RESPONSE OF S. V. WHITE.

MR. CHAIRMAN AND GENTLEMEN:—It is probably a no more surprising thing to you than it is to my humble self that I should have been picked up, as it were, at random from a class of men whose ways have come to be considered to be so rude and uncouth that the description or the cognomen that they are known by throughout the length and breadth of the country is one whose title is derived from the battles in the arena of the old Roman or the modern Spanish amphitheatre, to wit, Bulls and Bears. In wondering at this, as I have been referred to as "Deacon" (Deacon, however, only by brevet), naturally there has come into my mind some scriptural text, that such a chance should have fallen to one of my number and to one of my calling; and I remember the wise man of old who said, I think, something like this: "Seest thou a man diligent in business, he shall stand before kings, and shall not stand before mean men." And so, as the stock-broker is the embodiment of diligence in business, it has come about that one of their number is brought into the presence of railroad kings, of Solons of learning, of scholars, of men of business and men of enterprise, to unite in the general rejoicing which the representatives of this combined confederation of cities, so to speak, feel to-night, in the completion of the grand enterprise which is to move forward not only the cities here, but the wealth and prosperity of the whole country—another march in the progress of the age.

But if it is surprising that I should be here to speak in this presence, it is still more of a surprise that I should be here to speak in the place of my esteemed neighbor, and I am proud to say friend, Mayor Low, whom I had considered, until I saw to-night the Governor of the State of Maryland, as the youngest and most driving statesman within my knowledge in all the broad country. And naturally it would occur to me, in trying to see how I should fill so large a place as Mayor Low would fill, to think what he would have to say here to-night as expressive of the sentiments of the City of Brooklyn at the completion of this great enterprise. And I think that if he were here to-night, while he would have united in words of congratulation and of royal enjoyment and enthusiasm over the proud achievements of the Baltimore & Ohio Railroad—that great pioneer in the great phalanx of American railways—in extending to Staten Island, that Princess so long in chains, as the distinguished author and citizen has said at whose bidding wit, anecdote, sentiment, and poetry have come to-night and stood in obsequiance to charm and entertain us,—yet, he would say something more expressive in his congratulations to the Sleeping Beauty, Staten Island.

I think he might, with all due modesty, have claimed that Brooklyn had what no other municipality in the world has, and that is, a bridge which is known only by the name of that municipality—to wit, the Brooklyn Bridge—begun before he took the chair, but completed under the rigorous pressing of his energy and enterprise, and opened on the 24th day of May, in the year 1883; and during the last year we have

opened also an elevated railroad, securing rapid transit for that city. When he came into the administration in the year 1881, four years ago, the number of houses that were built in the first year in the City of Brooklyn was 1,867, at a cost of nine millions of dollars; and in this year of our Lord 1885, there have been within fifty of four thousand houses built within the City of Brooklyn, at a cost of nineteen millions of dollars. Such is a significant test of what is to come of this awakening, when the young prince has come out of the West, like Loch-invar, to awaken the beautiful isle of Staten Island. In 1870 the population of Brooklyn was 396,000 people; in 1880, when the census was taken, it was 170,000 more: so that there was only an aggregate growth of 17,000 per year during the ten years preceding. And although the frugal administration of the State of New York has not vouchsafed to us a State Census in the year of our Lord 1885, we nevertheless have been taking one "unbeknownst like" over in Brooklyn, and we have got three-quarters of a million in that city now; so that in 1885—in five years—we have come up from less than 600,000 to 750,000 people there, as the result of the connection by the Brooklyn Bridge with the rest of the world, and as the result of the rapid transit which has been vouchsafed to us. And so these things should have gone to encourage the people of Staten Island as to what is to occur when that bridge, which hereafter is to be known as the Staten Island Bridge, connects it with that beautiful country of which such glowing accounts were given in the old charter, or by those who were writing to the Duke of York in regard to it, as being the best part of New York that was given away.

But I will not detain you. The best part of a set speech is its wit; and brevity, you know, is the soul of wit. It would be cruel to those who are to speak hereafter to keep you longer; it would be such cruelty to you that you would not listen longer. Pardon me if I suggest one thought which came to me as I rode down in your elegant palatial steamer from the South Ferry in New York to your dock here to-night, or to the terminus of the road above here, of what could occur when the Staten Island Rapid Transit Company had established a depot for palace cars in the City of Brooklyn, running palace ferry boats with palace cars to connect with the Baltimore & Ohio Railroad; and when those were filled with Brooklyn men, and above all with Brooklyn women, who are starting for the south, carrying the culture and beauty and elegance of that City of Churches—what shall be the future of Staten Island, and the Rapid Transit Company, and the Baltimore & Ohio, when it shall have such a freight from such a city?

STATEN ISLAND.

RESPONSE OF REV. DR. ECCLESTON.

GENTLEMEN:—It is a source of special rejoicing to me, being myself a native of Maryland—as my ancestors were for many generations—and for many years a resident of the queenly City of Baltimore, to meet here to-night at this festive board these distinguished sons of my native city. I have wandered far and near, in every State and Territory of this land, I have been in all four quarters of this globe, but never yet have I found, nor do I expect to find, two places that so thoroughly combine all the requisites necessary for a perfect city or rural residence as are furnished by the City of Baltimore and Staten Island. I have been walking and riding for nearly thirty years over the hills and valleys of this beautiful island; I know every point of beauty, every coigne of vantage on it, every beautiful ocean prospect, and every peaceful inland landscape; and, gentlemen, I can truly say to-night, in the language of Othello, that “I do love this fair island with all my heart and soul.”

There is a legend, held sacred by the Zuni Indians of New Mexico, that, far off toward the rising sun, in some wonderful valley, surrounded by inaccessible peaks, seated upon a golden throne (like the old Emperor Barbarossa, of German legend), the great Aztec Emperor, Montezuma, holds royal state, waiting for the hour of destiny to strike, when he will come forth with his followers and sweep the pale-faces from the surface of the earth. At early morn the chiefs of the tribe

go forth on some commanding eminence, and there greet the rising sun with cries and supplications for the advent of the long-lingering deliverer.

Gentlemen, I am no worshipper of the rising sun, and, on principle, never seek to greet him, but many a day I have gone, towards evening, up to the highest point of our island, and gazed enraptured as the setting sun shot his parting arrows of light athwart the Orange Mountains, defining, as with a silver thread, the winding course of the surrounding Kills, and Bay and Narrows, tinging every forest tree and hamlet with a burning glory, and marking out the distant horizon, from the Palisades of the Hudson to Far Rockaway, from the Highlands of Navesink to far-off "Eagle Rock." And as I have looked I have wondered when our deliverer was coming, from whence he was coming, and who he would be, ordained by Providence to reveal to us our magnificent resources and opportunities, and drive away our enemies—the ignorance, prejudice and stupid indifference that have left us fifty years behind the march of the age. The deliverer has, I think, come at last; he comes from "My Maryland;" his name is "The Baltimore & Ohio Railroad Company."

I have called our guests here to-night "benefactors." If the man who causes a blade of grass, or a head of wheat, to grow where none ever grew before, is a public benefactor, surely the men who exert their faculties, and invest their capital in ways and means for putting the life-giving product of that head of wheat in the mouths of hungry men, are also benefactors. No class of men are the victims of a more

indiscriminate censure, and unjust criticism and abuse, than our great railroad capitalists. We boast of our magnificent national domain! what would it be without them? If you would know, then go where their enterprise has not yet reached. The past summer I stood upon a wheat field of five hundred acres, on a prairie in Northern Idaho. The ripened grain was stacked in rows as far as the eye could reach. And there it would remain (save such as the cattle could eat) to rot away beneath the snows of winter, for want of facilities for proper transportation to a market. One of the largest sheep owners in the State of Oregon complained to me with great bitterness that it cost him more to get his wool from the "Dalles" to Portland (a distance of two hundred miles) than from Portland to New York, via Cape Horn.

Nothing impressed me more, during a recent visit to the Pacific Coast, than the fine approach to San Francisco by the ferry from Oakland. It was early morn as our train drew nigh to this "Brooklyn" of the Pacific. Elegant mansions of California merchants, vine-embowered cottages of thrifty clerks and mechanics, flashed upon our eyes in quick succession as we rolled out upon the long pier—built in the shallow waters of the bay—to the ferry boat. There must have been two thousand "bread-winners" on that single boat, on their early daily journey to San Francisco. As I watched the concourse, I wondered why it was, that whilst San Francisco, with a population of five hundred thousand, was building up Oakland at the rate of fifteen hundred houses a year, Staten Island (with a city of 2,000,000 inhabitants right at her door) should be left with the greater part of her domain as

.. untenanted as when the great Commodore's "Periauga," sixty or seventy years ago, met all the wants of the community.

It may be said that the conditions of the problem are altogether different. Oakland has for a back country the great State of California, and the breadth of the continent; but have we not the greater State of New Jersey? Is she not profoundly interested in our welfare? The tie that binds us together is a very intimate one. Geologists tell us that all the water in our springs comes from her Orange Mountains. Our noses tell us that the air we breathe comes laden with heavy perfumes from Bergen's shores. The myriad musicians of her prolific marshes revel over our hills and vales and interrupt our midsummer night dreams by their insinuating addresses. Nevertheless, we rejoice in our proximity to the historic Jerseys, and we hope to draw the bond of our amity closer in the future.

My dear old friend, Mr. Cortlandt Parker (the wisest lawyer of the State and one of the noblest of men anywhere), is of the opinion that a very big piece of swindling was done by somebody in the original settlement of State lines and riparian bounds, by which the State of New Jersey was robbed of her right to this fair island of Aquahonga, which, by every law, human and divine, is hers.

I had supposed that such modes of sharp dealing were the special inventions of our advanced civilization, and that our forefathers were different kind of men; but (honestly or dishonestly acquired) as there is no probability that the Empire State of New York will ever consent to alienate and part with this "brightest jewel of her crown," we will

quiet forever the perturbed feeling of our brethren across the "Kills" by simply annexing New Jersey to Staten Island; and we will consolidate the union by building a noble viaduct from shore to shore, thus joining the two together in an indissoluble union.

I have prefaced my rambling remarks by a legend of the West. Let me illustrate this interesting situation by an historical reminiscence of the East. When the conqueror of Macedon, Alexander the Great, had made tributary all the West, the Islands of Greece, and Asia Minor, his heart turned with longing towards the nations of the Orient. As it was a long stride from Macedon to Babylon, he cast his eyes round for some half-way house or convenient point, where he might make a rendezvous for his forces, build depots and station houses, and prepare himself thoroughly before grasping the glittering prize for which he panted. So he chose a little island in the sea, called Pharos, at the mouth of the River Nile, and there laid foundations, wide and deep, of a great terminal harbor and a city that has survived to our day, by the name of Alexandria. Every one knows how he pounced upon great Babylon, reveled in the halls of Persepolis, and, having led his victorious army to the confines of India, sat down and "wept that there were no more worlds to conquer."

Comparisons are proverbially odious, but at the risk of perpetrating a solecism to-night, I will venture to call Mr. Garrett our Alexander. Does he not come to us bearing the spoils of the tributary West? Are not the nations of the Mississippi Valley following in the paths of his triumphs? Has he not, with a prescience that marks a great leader

of men, seen at a glance (what, strange to say, no one else ever saw) that the railroad company that could possess itself of the eight miles of magnificent water front of this island (five miles from the second city of the world and the same distance from the ocean), would possess the finest terminal advantages on this continent? Are not the souls of his competitors quaking with apprehension, as the sound of his advancing chariot wheels reverberate from the Alleghanies to the shores of the Delaware? Do they not stand aghast at the snorting of his fiery steeds, that, having quenched their thirst at the muddy streams of the Father of Waters, are now coming to lave their feet in the briny waves of the ocean?

So we have welcomed the conquering hero here to-night, and when he shall have made all his connections and preparations here for his final advance upon yonder great Babylon, we will send him forward to a fairer conquest than ever the Man of Macedon achieved, and to greater riches than ever flowed from "Ormuz or Ind."

We can hardly hope that our Alexander will return to dwell permanently with us, by this city that he proposes to found, but we will get him to leave behind him his brother and best general—Ptolemy Soter—our friend and fellow citizen, Mr. Erastus Wiman, to whose unwavering zeal, excellent judgment and indomitable perseverance the people of this island owe a great debt. And we will co-operate with him, and help him to build up this future glorious City by the Sea. Not such a city as the Ptolemy of old reared, of marble palaces, and royal roads and temples, but a city of rural abodes, of peaceful, restful

homes; an Arcadia by the Sea; a city of "homes," in the truest, most blessed sense of the word, whither the sons and daughters of toil in yonder great Babylon can turn their eyes at eventide, as towards a blessed Mecca of the soul. A city of homes, not of stuffy rooms on the tenth floor of a "flat" on the marshes of Harlem, or the pestilential apartment houses of the East and North Rivers, but homes among these breezy hills, where the eye can feast unobstructed upon the glories of nature, and the lungs drink in the uncontaminated air of the surrounding ocean. A city of homes, where the poorest man may live contented, and at last die in peace under his own vine and fig tree, with none to make him afraid.

THE PRESS.

"He will print
them, no doubt,
for he cares
not what he puts
into the press.

—*The Merry
Wives of
Windsor.*

RESPONSE OF GENERAL FELIX AGNUS.

I feel it a great honor to be called to answer a toast to the Press of Baltimore City, but representing, as I do, the oldest daily paper of that city, it seems to me an honor that is coupled with a duty. *The Baltimore American*, founded in 1773, has numbered among its esteemed contemporaries of more than a century a long line of eminent journalists, poets and historians that well deserve to be remembered whenever the great men of Maryland are spoken of. William Pinkney, John Neal, Paul Allen, William Wirt—all men of national reputation—were contributors. Edward Coates Pinkney, a gifted young poet; Edgar Allan Poe, Hugh Davey Evans, Park Benjamin, Wm. Lloyd Garrison, John P. Kennedy, Reverdy Johnson, Sidney Lanier, were all Baltimore journalists, as well as authors of books. Francis Scott Key, author of the "Star Spangled Banner," must also be numbered in the list, and his immortal national song was set up by an apprentice boy of *The American*, Mr. Samuel Sands, who is still living, and is our agricultural editor. Last, but not least, of this list of gifted men must be named Charles Carroll Fulton, its late proprietor and editor.

In the last half century other great journals have established themselves in Baltimore. First of these is the *Sun*, whose venerable editor and proprietor, Mr. A. S. Abell, still lives to witness the prosperity and influence of the journal that he founded a lifetime ago. May he live long to enjoy it. The *German Correspondent*, whose

founder and editor now fills a most important diplomatic mission in Europe, has been, throughout its career, a most influential paper. The *Morning Herald*, a later arrival, has taken a deservedly high stand in the field of journalism. The *Evening News* has always been a bright and attractive paper. The *Journal* and the *Times* are rapidly making their way to public favor. Baltimore has a varied and excellent weekly press—religious, literary and political.

These journals wield a powerful influence upon public opinion. They differ, as they ought to differ, upon many points, political and other; but they all have within their spheres separate lines of public duty, which they all discharge with ability. Where they discuss public questions from opposite points of view they very rarely pass the limits of courtesy. But the points wherein they differ are unimportant in comparison with the points in which they agree, chief of which are the efforts to make each day's issue a chapter of the history of the world of the day before. I have no doubt that with the increase of traveling facilities, brought on by its great corporation the Baltimore & Ohio Railroad, you will see more of these Baltimore papers, and you will be able to witness their continued good work and encourage their prosperity.

THE WEST.

"Representing a State which is more interested in terminal charges than any other in the Union, being the largest producer of flour in the world."

—WIMAN.

RESPONSE OF SENATOR SABIN.

MR. PRESIDENT:—I am sensible of the courtesy and honor you do my State and myself by the very flattering allusion and cordial greeting extended to-night. I am, however, as you know, the recipient of this favor as the result of the happy accident which detained me in New York to-night; and I only wish that the accident might have occurred early in the day, and I been notified that a response was expected on this occasion, that I might, as my friends and neighbors have done, gathered my scattered thoughts together and carefully noted down a few impromptu remarks, in which I might have fittingly expressed the appreciation which I feel for the complimentary allusion to the great and prosperous West, and especially the young State of Minnesota which I have the honor to represent, and whose growth in the past has been almost phenomenal, and whose future, in our estimation, is almost beyond the comprehension of even our Western enthusiasm. This occasion, Mr. President, is one in which the State of Minnesota and the great West mingle in enjoyment and congratulation with you to-night. The extension of the Baltimore & Ohio Railroad to its terminus on the eastern seaboard, at one of the finest harbors on the coast, marks a new era in the great subject of cheap transportation to seaports—a subject to which the productive and industrial interests of the great Northwest are turning their attention with renewed vigor and hope—and the extension of this great trunk line, which has been

built, equipped and operated in the interests of the stockholders and business interests of the country, instead of being built and operated in the interests of the construction company, and loaded down with watered stock and bonds for several times its actual cost, and on which fictitious and enormous valuations, created out of nothing, and the overburdened and oppressed producers of the West are paying from their hard earnings to self-elected railroad magnates and capitalists of the country. And in this connection permit me to say to the brilliant and enterprising young President of the Baltimore & Ohio Railway, that when this great work of supplying your missing link is accomplished, we invite you to turn your attention to that land of promise, the new Northwest; and if you will drop us a telegram over the lines of that other great corporation of yours, which has also proved a potent factor in regulating other watered monopolies, we will without delay relieve you of the great expense and burden of arduous labor and patient negotiation which has secured the consummation of the terminal facilities which we celebrate to-night, and cheerfully and thankfully join hands with you, and together we will join the head of navigation on the Atlantic with the head of navigation on the great Father of Waters, in the midst of the most fertile and fairest portion of this fair land, and from which we will furnish you golden grain with which to fill the miles of solid elevators which you expect will line your beautiful harbor; and when that auspicious occasion arrives, the industries and people of the State which I am proud to represent will turn out and welcome and banquet you, and to which feast we cordially extend an invitation to you all.

LETTERS.

MAYOR LOW'S LETTER.

BROOKLYN, N. Y., December 18, 1885.

ERASTUS WIMAN, ESQ.,

DEAR SIR:—The City of Brooklyn is always ready to meet half way the advances of her sister cities. I am sorry that I cannot be present to-night to greet in this spirit his Honor the Mayor of Philadelphia.

It is something worthy of remark in this day and generation that in point of time Staten Island is just about half way between Philadelphia and Brooklyn, that is to say, it takes just about as long to reach it from one place as from the other. From the portion of Brooklyn lying geographically nearest to Staten Island this is almost literally true. The project you have in hand is of interest not only to Philadelphia and to Baltimore, but also to Brooklyn; primarily, of course, because it unites us more closely to Staten Island; but incidentally, also, because it reduces the space between Long Island and the West to that small sheet of water appropriately called the Narrows. We hope that a bridge across the Arthur Kill will be followed by a tunnel under the Narrows, and then we will show the Valley of the Mississippi what it is to enjoy a direct and unbroken connection with Brooklyn. I know you entertain the idea that all this is to give value to the water front of Staten Island. It is my duty to tell you that it will indeed do so, but chiefly as furnishing standing places from which

to watch the development of the warehouse business of our Brooklyn shore.

I am sorry that I cannot be with you to dilate upon these themes in person, but Mr. S. V. White has kindly consented to speak in behalf of the City, and he will more than make good my absence.

Yours very respectfully,

SETH LOW, MAYOR.

MR. AUSTIN CORBIN'S LETTER.

NEW YORK, December 16, 1885.

DEAR MR. WIMAN:—

I am very sorry that I cannot be at your dinner to-night, and meet Mr. Garrett, and also my friend Mr. Spencer, but I have just come from a meeting on rapid transit, in Brooklyn, at the Mayor's house. I expected to be through at three, and was detained so late that I find it quite impossible to get away and be ready for the boat at 6.10 P.M. I must rely upon your good nature to excuse me for this *very* late letter of regret, and beg of you to present my respects to Mr. Garrett and his executive, with my best wishes for the success of the B. & O., not only at Staten Island, but everywhere else, and you know you have the same for your own success, not only on American, but British soil.

Faithfully your friend,

AUSTIN CORBIN.

MR. ANDREW CARNEGIE'S LETTER.

MY DEAR MR. WIMAN:—

I regret exceedingly that I cannot be with you to-night to do honor to the brilliant young President of the Baltimore & Ohio. The genius of our republican institutions is against claims of heredity; but no people in the world are so happy to make exceptions when the son of a great father not only bears his name but inherits his ability. Mr. Garrett's father, I am proud to say, was my friend. Perhaps the drop of Scotch blood we both boasted strengthened the tie between us. He planted the Baltimore & Ohio upon tide water in Chesapeake Bay. His son completes the work by securing for it a stronghold at the mouth of the Hudson. In this great work your part, Mr. Wiman, will not be forgotten; and I congratulate Mr. Garrett that he has found in you the missing link necessary to complete the chain between the waters of the Chesapeake and the metropolis.

Very sincerely yours,

ANDREW CARNEGIE.

HON. PERRY BELMONT'S LETTER.

HOUSE OF REPRESENTATIVES, U. S.,

DEAR MR. WIMAN:—

WASHINGTON, D. C., Dec. 14, 1885.

I find it will be impossible for me to be absent from the House this week, and I regret that I shall be unable to come to the dinner. It would be difficult to say who of those present at your table are to be most congratulated—whether yourself and all that you represent of the enterprise and progress of Staten Island, or whether Mr. Garrett, representing, as he does, so much of the general commercial interests of the country. For my part, I consider myself fortunate that I may in Congress, on behalf of Richmond County, contribute in some degree to the success of this great enterprise. And I believe there is no service I can render more important to my constituents, and more useful to the country, than to bring about the enactment of a law authorizing the bridging of the Arthur Kill. Before the close of this session of Congress the Rip Van Winkle who sleeps across the Kill in Jersey will awaken to the demand of all the States for unrestricted communication with New York Harbor. Whatever may be the present attitude of some of our Jersey friends, the people of that State are not blind to the benefits to be derived from the proposed commercial revolution, and are fast learning that their true interests are inseparable from our own. You may rest assured that I shall devote myself to the passage of the Bridge Bill with all the energy I can command. Believe me, very truly yours,

PERRY BELMONT.

MR. W. BUTLER DUNCAN'S LETTER.

December 16th, 1885.

MY DEAR MR. WIMAN:—

I regret extremely that I am unable to accept your courteous invitation. I cannot refrain from congratulating you upon the apparently successful issue of your labors and foresight. I have always feared that the valuable water front of Staten Island would fall under the control of interests already eminent in the harbor of New York, and would be used only so far as might be necessary to protect such interests, which would but retard and sacrifice most important and invaluable advantages. You therefore are, in my judgment, especially to be congratulated, in that you have secured the interest in this enterprise of your honored guests, and of the great property they represent, both personally and officially; for they can, and undoubtedly will, proceed at once to develop the resources now, as I understand it, at their disposition, untrammelled by any consideration save to make the very best and most effective use of the great advantages possessed by these resources, the value of which all will, I am confident, in a very short time acknowledge, and which will honor your judgment, sagacity and courage.

Pray present my best respects to Mr. Garrett, and believe me, yours very sincerely,

W. BUTLER DUNCAN.

60 Fifth Avenue.

MR. ERASTUS BROOKS' LETTER.

WEST NEW BRIGHTON, S. I., Dec. 7th, 1885.

ERASTUS WIMAN, Esq.,

President Staten Island Railway Co.:

My absence this week in Washington, as a member of the American Public Health Association, will deny me the pleasure of sharing in the welcome contemplated to the President and other officers of the Baltimore & Ohio Railroad. As a resident of Staten Island for nearly thirty years, and a frequent visitor for twenty years before, I have been amazed at the apathy of the people in regard to its advantages for commerce along the water-ways that surround it, and to the natural beauties which belong alike to the shore and the whole interior of the island. In a life of much travel in the past, at home and abroad, I have seen no place of equal attraction, either for homes or for the commerce which belongs to the close neighborhood of the first city in the country. So far from sharing in the honest prejudices of many people against a railroad on the established line of the Rapid Transit Railroad Company, I have welcomed the improvement, and for two reasons:

FIRST—As recognizing the fact, growing out of what some men call destiny—I and others regard as providence—that there is now some real vitality in the midst of the homes where so many of us live and expect to die.

SECOND—In the general great movement of the country, Staten Island, so long dead and almost buried, now gives evidence that it is like the rest of the busy world, alive. It has at last caught, and more through the enterprise and thrift of others than from its own private zeal or interest in public affairs, something of the spirit of the time and country. Therefore, from the very beginning of this promise of the new life, I have felt satisfied that where our own eyes so long failed to see and feel what was best for Staten Island, the eyes and minds of those not born upon the island, nor living very long upon it, have seen for themselves what was best for us, for themselves, for the State, for New York City, and for the country at large.

The rapid transit movement means for business an enlarged commerce from the West and South to the shores of Staten Island and to the harbor of New York. It means also a greater value to our property, a very large increase in our population, and it ought to mean and will mean, if rightly managed, the reduced cost of food and fuel for the people. It opens one more highway from the West to the sea, and from this favored island to Europe. It opens to us, if need be, inland for travel and domestic commerce; and outward, the ocean, for convenience, economy, and comfort—a new road, with the starting points, entrance and exits at our own doors. For these and other reasons I congratulate you and your associates, and your guests, very heartily upon the present work done, and for the better future for all of us which is promised in the negotiations so recently completed with the Baltimore & Ohio Railroad Company.

I write to you in this spirit, in full faith that while the past is secure, the island will never, by your consent, take one step backward in what belongs either to the prosperity or real interests of the people, either in their homes or in their business.

Very cordially yours,

ERASTUS BROOKS.

BALTIMORE & OHIO VIADUCT,

UNDER CONSTRUCTION

OVER THE ARTHUR KILL, CONNECTING NEW JERSEY AND STATEN ISLAND.

Map of
Staten Island
SHOWING THE
New York & Staten Island
Divisions.

OF THE
BALTIMORE & OHIO RAILROAD
CONNECTING DIRECT WITH
NEW YORK CITY

The Metropolis and its Surroundings
 SHOWING
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 and the
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 TO
New York City.

Directly Connecting with all the elevated railways
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 to and through New York and Brooklyn.

Elevated railways. ———

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 NEWARK BAY
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 PORT RICHMOND
 BURGESS HARBOR
 ARTHUR KILL
 ELIZABETHPORT
 NEW BALTIMORE & OHIO R.R.
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 AND
 Elevated & Surface Railway
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 B & O R. R. Station